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The Naval Chronicle.

VOL. X.

J. Thurston del.
Armstrong sculp.

From July to December,

MDCCCIII.

"All Ocean is my own; and every land"
"To whom my ruling thunder ocean bears."
Thomson's Liberty.

LONDON.

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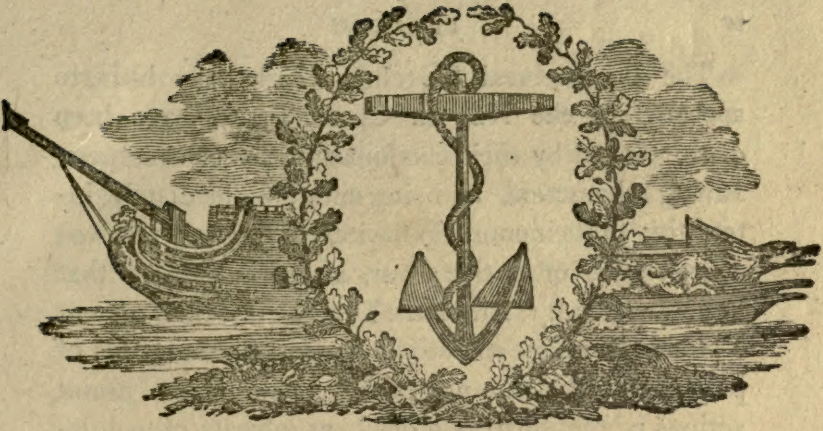
TO
THE RIGHT HONOURABLE THE
COMMISSIONERS FOR EXECUTING THE OFFICE OF
LORD HIGH ADMIRAL
OF THE
UNITED KINGDOM,
THE TENTH VOLUME OF THE
Naval Chronicle,
IS, BY PERMISSION, INSCRIBED,
WITH THE MOST GRATEFUL RESPECT.



PREFACE

TO THE TENTH VOLUME.

FOR the period of five years, our CHRONICLE has now had the honour of recording the brilliant exploits of the British Navy; of illustrating the characters and actions of those heroes whose memory will be embalmed in the gratitude of posterity. It is matter of high self-congratulation, that, notwithstanding the dark cloud which has so long obscured the political hemisphere of Europe, we have completed the *Tenth Volume* of our labours, amidst an extensive, increased, and increasing patronage of the first Naval Characters throughout the United Kingdom, and his Majesty's colonial possessions in the East and West Indies. To preserve, and still farther to merit, this patronage, shall be our undeviating aim.

The Biographical Sketches which have hitherto appeared in the NAVAL CHRONICLE, have been distinguished by their candour and their correctness. Living characters, as being more immediately interesting to their contemporaries, have mostly received a preference of notice; but, as in the case of that brave veteran, Admiral Tyrell, in the present Volume, we have sometimes explored the records of past times, for the purpose of recalling the proud actions of the illustrious dead, as objects of emulation to their descendants. The Memoirs of living personages, most entitled to public notice in this volume, are Admiral Lord Keith, Admiral Lord Radstock, and Vice-Admiral Nugent. The transmission of authentic materials for this department of our Work, particularly when accompanied by the loan of a Portrait, is always esteemed a favour.

When "the pride, pomp, and circumstance of glorious war" had ceased; when, to the swelling rumours of destruction and death had succeeded the "piping times of peace," to have dwelt upon the dull routine of public affairs would have been irksome and obtrusive, and we, therefore, withheld our accustomed remarks. The insatiate ambition of the First Consul of France has, however, again caused the sword of slaughter to be unsheathed; every individual is consequently interested in the progress and developement of national events; and, in compliance with the pressure of the times, we have, in a "POLITICAL RETROSPECT," resumed our periodical strictures.

Our review of NAVAL LITERATURE will, we flatter ourselves, be found to have received an improved degree of attention. That truly national work, *Clarke's* PROGRESS OF MARITIME DISCOVERY; and *Golberry's* TRAVELS IN AFRICA, from both of which we have made very copious extracts, are eminently deserving of public notice. An early receipt of new Naval Works, from their respective Authors or Publishers, would much facilitate this branch of our labours.

To those of our Correspondents, who, by their literary communications, have enriched our Chronicle, our best thanks are due; but, the strongest proof that we can give them of the estimation in which we hold their assistance, is, to solicit a continuance of their favours.

To those of our Correspondents also, who, by their obliging assiduity, have, from time to time, furnished us with Portraits and Picturesque Drawings, we present our grateful acknowledgments; assuring them, and our friends in general, that the most unremitting exertions of graphical skill will continue to be used, to render the embellishments of the NAVAL CHRONICLE worthy of retaining that exalted patronage which it has so long possessed.

Communications intended for the NAVAL CHRONICLE, are requested to be sent to the Publisher, Mr. GOLD, No. 103, Shoe-Lane, Fleet-Street.

London, 31*st Dec.* 1803.

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RIGHT HON^{BLE} LORD KEITH K B

Vice Admiral of the Red Squadron

CAUSE CAUSIT

Pub. by J Gold Shoe Lane July 31, 1803

BIOGRAPHICAL MEMOIRS OF

THE RIGHT HON. LORD KEITH, K. B.

ADMIRAL OF THE BLUE SQUADRON.

> —— Albion, round her rocky coast
> While loud the rage of battle roars,
> Derides invasion's haughty boast,
> Safe in her wave-encircled shores;
> Still ſafer in her *dauntless band*,
> *Lords* of her *seas*, or *guardians* of her *land*,
> Whose patriot zeal, whose bold emprise,
> Rise as the storms of danger rise.
>
> PYE.

IF at any time the British Navy was an object of more peculiar concern to the country than at another, it is at the present, when an implacable enemy threatens us with invasion, and possesses the means of carrying his threats into execution to a greater extent than the political state of Europe ever before allowed of. According to the enemy, "the line of coast hostile to Great Britain will soon extend from where the ocean forms the Baltic, to where it forms the Mediterranean," and "armies after armies are destined to perish, till the Republicans triumph, and Britain is subdued." This statement, which is gathered from the enemy's own declarations, rests, as must be obvious to every one who considers the present state of the continent, and the character of the French Government, on better foundations than French vanity and exaggeration. The great powers of the continent are overawed or conquered by France, and therefore the First Consul may make his line of coast hostile to Britain as extensive as may suit his ambition; and of his disposition to sacrifice armies after armies till his purpose of invading this country is effected, no one can doubt who has read of his exploits in Egypt, of his invariable and wanton prodigality of human life, whether of his enemies, or of his countrymen.

Under these circumstances, the exorbitant power of the enemy, the numerous points from which she can attack us, and the personal character of the chief of the republic, it is not hazarding too much to affirm, that Britain is placed in a position of greater danger than any to which she has hitherto been exposed. But, as our danger is greater than it ever was at any former period, so our means of defence are more formidable. The vast extent of coast from which Bonaparte threatens to pour his myriads of plunderers and assassins upon Great Britain and her sister island, may afford additional employment for the vigilance of our navy, and render strong measures of precaution at home, necessary and laudable: but of the event of the contest the most timid need not fear, while Great Britain is guarded by such heroes as her seamen, and while their energies are directed by the skill, experience, and valour, of those distinguished Officers to whose care and zeal her fleets are committed.

Our naval superiority was never greater than it is at the present moment; and never were our fleets commanded by Officers of greater capacity, valour, and patriotism. Voltaire, a writer by no means disposed to speak favourably of the English nation, nor at all times remarkable for a scrupulous adherence to truth, in treating of the events of Europe in the year 1759, acknowledges the superiority of the English at sea, and confesses that they have at all times had the advantage over the French on that element. "The naval force," says he, "of France they destroyed in the war of 1741; they humbled that of Lewis XIV. in the war of the Spanish succession; they triumphed at sea in the reigns of Lewis XIII. and Henry IV., and still more in the unhappy times of the league. Henry VIII. of England had the same advantage over Francis I. If we examine into past times, we shall find, that the fleets of Charles VI. and Philip de Valois could not withstand those of Kings Henry V. and Edward III. of England *." Had Voltaire lived to our times he would have seen that Britain not only maintained her former superiority over the fleets of France, but, in every war in which she has been engaged, and with every foe she has encountered, added lustre to her triumphant arms, and multiplied the disgraces of her enemies. He would have seen a confederacy formed of all the great maritime powers of Europe, whose avowed object was to wrest from her hands the sceptre of the ocean; he would have seen this formidable and threatening confederacy dissolved by the thunders of the British Navy; while, an awful lesson to Princes who engage in measures inimical to the rights of nations! one of the heads of it beheld from the windows of his palace his fleet destroyed, and, trembling for the safety of his capital, submitted to the terms which were dictated to him by his victors.

If at former periods the nation had reason to rely with confidence on the superiority of its navy, how greatly must that confidence be strengthened by a consideration of the events of the late war, in which we had not only to encounter the navies of France, Spain, and Holland, but the fleets of those very countries from whence we are supplied with the greatest part of our naval stores. High and satisfactory as was our confidence before, we feel it increased, from a firm persuasion, that our naval power has been put to the severest test it can ever experience, and having triumphed in every

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* Voltaire, Siècle de Louis Quinze.

instance, and in the most complete manner, we have little to fear from any attempts of the enemy.

But, while we express it as our firm belief, that not a Frenchman will land in England but in the condition of a prisoner, we feel it a duty which we owe to our country, to declare, that in a war like the present, a war on which the fate of the civilized world depends, nothing should be left to chance, but every exigency should be guarded against with provident caution. Our Officers and seamen will not act with less vigilance, or fight with less courage, because they know their countrymen at home are prepared to receive the enemy, should they not fall into their hands, or be defeated; but, on the contrary, it will spare them some moments of anxiety to be assured, should the enemy, shrowded by darkness, or favoured by tempests, escape them, that Britons will fight for them by land, as they have fought for Britons on the seas. What British seaman is there who has not a large stake in the welfare of his country? They leave their homes, their families, and all the endearing connections of life, to fight her battles; but home, family, and connections, are not less dear to them than to those who pass their lives in the peaceable enjoyment of them; and should they at any time perceive with anguish that the enemy's fleet has escaped their vigilance, it will afford them consolation to reflect, that their countrymen's bosoms are warmed with the same spirit which animates their breasts, and Britons will never endure that British ground should be polluted and disgraced by the presence of a French army.

Our readers will excuse these observations, which the peculiar complexion and circumstances of the times have drawn from us. It can do no harm to exaggerate our danger, because that will lead us to be better prepared to repel it; but much confusion and mischief might ensue, if we under-rated it, and thereby became languid in our preparations to avoid it. Independent of the love which we bear our country, and the deep veneration in which we hold its admirable constitution and equitable laws, it is impossible for a moment to reflect on the state of Europe, and more especially of those parts of Europe which have fallen under the merciless dominion of France, and are bent down and degraded under the most atrocious and oppressive military tyranny that ever existed, without being convinced, that all that is dear to man, the lives, liberties, and property, of the human species, are no where secure, except in the little spots called Great Britain and Ireland, and their dependent dominions. On ourselves it depends that we should continue to enjoy these blessings transmitted to us from our forefathers. If we are protected by our seamen, as we have hitherto been (and who for a moment can entertain a doubt on the subject?) it is hardly probable that the inauspicious day will ever arrive when British freedom is to be fought for on British ground; but should that hour unhappily come, Frenchmen will find that the gallant natives of these islands are not degenerated from what their ancestors found them on the plains of Cressy, Poictiers, and Agincourt; and few of them will return to describe the features of the land which they invaded, much less will any of them remain to enjoy its wealth.

To the superiority of our navy in point of numbers over that of France and her allies, and probably of all Europe, it is an additional source of pride and exultation to us to reflect, that at the conclusion of the late war the characters of our naval Officers stood in a higher degree of estimation than they had done at the termination of any former war. Not one Officer of rank held for any length of time an important command in which he did not some way or other distinguish himself; so that it now happens, that the Admirals who command our fleets are Officers of tried courage, and approved experience, whose reputation in arms has shone forth to the world. Of this description is the noble person whose achievements furnish the subject of our present biographical sketch, and who, happily for the interests of his country, though he might have remained in a state of inactivity, content with his well-earned honours, has again accepted an important command, and probably may soon have an opportunity of gaining additional laurels.

The Hon. George Keith Elphinstone was born in the year 1747 *. Of the early part of his professional career we are constrained to be silent, as no particulars have come to our knowledge sufficiently authentic to be relied on. His promotion as Post Captain bears date May 11, 1775; and the following year, we believe, he was appointed to the Pearl frigate, of 32 guns, in which vessel he served in America under the orders of Lord Howe; and afterwards in the Perseus frigate, under Admiral Arbuthnot, at the reduction of Charleston, on which occasion he commanded a detachment of seamen on shore, and received the official praise of General Clinton, the Commander of the land-forces, for his gallantry and spirited exertions. On his return from America Captain Elphinstone was appointed to the Warwick, of 50 guns, in which vessel, being on a cruise in the Channel, he fell in with and captured, on the 5th of January 1781, a Dutch man of war of equal force.

Copy of a letter from the Hon. Captain Keith Elphinstone, of the Warwick, to Mr. Stephens, dated at Spithead, January the 7th, 1781.

SIR,

I have the honour to inform the Board of the arrival of his Majesty's ship under my command, and of my having cruised in company with the Edgar and Maidstone, on the station pointed out by my orders; also that, on the 5th instant, having parted company from the above ships, I fell in with, engaged, and took, a two-deck ship under Dutch colours (after having admonished her Commander to surrender, without effect). She is the Rotterdam, belonging to the States General, of 50 guns, and 300 men, commanded by Mynheer Volbergen, eleven days from Holland, bound to the West Indies. They had been twice attacked before this period. I had the good fortune to lose no men. The sails, masts, and rigging are cut to pieces. I have great satisfaction in acknowledging the obligation I am under to the Officers of each class. The ship's company, notwithstanding their being young in service, and reduced in number by the several Dutch vessels we had manned and sent into port, conducted themselves with becoming activity and spirit. I am, &c.

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* George Keith Elphinstone was a son of Charles Lord Elphinstone (a Scotch Peer), by Clementina only daughter of John Earl of Wigtoun, who died the 1st of January 1799. He was created an Irish Peer on the 7th of March 1797, by the title of Baron Keith, of Stonehaven-Marischal. The 15th of December 1801 his Lordship was created a British Peer, by the same title; he married, on the 9th of April 1787, Jane, daughter and sole heiress of William Mercer, Esq. of Aldie and Meekelem, in the county of Perth, and by her (who died December 12, 1789,) he had issue Margaret, on whom and her heirs male (in default of male issue,) the barony is entailed.

His Lordship is the grand nephew to George Keith, Earl Marischal, and his brother Marischal Keith, whose titles were forfeited in 1715. He is also a Knight of the Bath; Chamberlain to His Royal Highness the Prince of Wales; Treasurer to the Duke of Clarence, and F. R. S. He is uncle to Lord Keith, lately elected to sit in the British House of Peers as one of the representatives of the Peerage in Scotland. *See Debrett's Peerage.*

G. K. ELPHINSTONE.

During the remainder of the war Captain Elphinstone continued in the Warwick, and was, for the most part, employed on the North America station, where, on the 11th of September 1782, being on a cruise off the Delaware, in company with the Lion, of 64 guns, the Vestal frigate, and the Bonette sloop of war, after a chase of several hours, he came up with, and captured, a large French frigate, l'Aigle, of 40 guns, twenty-four-pounders on the main-deck, and 600 men.

From the peace of 1783, Captain Elphinstone appears to have remained unemployed, till the commencement of hostilities with France, in the beginning of the year 1793, when he was appointed to command the Robust, of 74 guns, one of the squadron under Lord Hood, which sailed for the Mediterranean in the month of May. The first object of Lord Hood, on his arrival in the Mediterranean, was to obtain possession of Toulon; and the necessary arrangements being made for that purpose, the troops were landed at Fort la Malgue, under the direction of Captain Elphinstone, who was appointed by the Admiral to act as Governor of the fort, and commander of the troops. In this arduous and difficult post, Captain Elphinstone displayed not only the greatest personal intrepidity and exertion, but a consummate knowledge of military tactics. To avoid repetition, however, we must refer our readers for an account of the proceedings which took place at Toulon, to our Life of the Commander in Chief*, and the Toulon Papers †, where Captain Elphinstone's services are stated at length, and cannot fail to impress on every mind the highest opinion of his courage, zeal, and abilities. When it became unavoidably necessary that Toulon should be evacuated, the care of embarking the artillery, stores, and troops, was committed to Captain Elphinstone, who, in the execution of this service, merited and received the most liberal encomiums of the Commander in Chief, as also the thanks of General Dundas, who, in his official dispatch, spoke of him in terms of the most flattering approbation; and on his return to England he was honoured with the Order of the Bath.

On the 11th of April 1794, our hero received his first promotion as a Flag-Officer, by being made Rear-Admiral of the Blue; and on the 4th of July the same year, he was farther advanced to be Rear-Admiral of the White Squadron, and hoisted his flag on board the Barfleur, of 98 guns, one of the ships attached to the Channel fleet, which, on the glorious 1st of June, was commanded by Rear-Admiral Bowyer, but who, having unfortunately lost a leg on that memorable occasion, was obliged for a time to retire from the service. Our Admiral continued in the Channel fleet during the remainder of the year, in which nothing material took place; but early in 1795, hostilities having broke out between Great Britain and the republic of Holland, he shifted his flag from the Barfleur to the Monarch, of 74 guns, and sailed from Spithead for the Cape of Good Hope, on the 2d of April, having the following ships under his command:—

Monarch, - -	74	Sir G. K. Elphinstone, K. B. Rear-Admiral of the White. Captain J. Elphinstone.
Victorious, - -	74	——— W. Clark.
Arrogant, - -	74	——— Richard Lucas.
Sphynx, - -	20	——— George Brisac.
Rattlesnake, -	16	——— J. W. Spranger.

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* Vide Life of Lord Hood, Naval Chronicle, Vol. II. page 25.

† Toulon Papers, Naval Chronicle, Vol. II. page 108.

Early in the month of July Admiral Elphinstone arrived with the squadron under his command in Simon's Bay, near the Cape of Good Hope, where he was joined by the America and Stately, of 64 guns each, the Echo sloop, and some Indiamen with troops, and immediately sent proposals to the Governor of the Cape to surrender that settlement to his Majesty's arms, which being refused, the necessary measures were taken to reduce the place by force. The proceedings of the fleet which led to the capture of this important settlement will best appear from the Admiral's official letter, which we subjoin.

Extract of a letter from Vice-Admiral the Hon. Sir G. K. Elphinstone, K. B. to the Secretary of the Admiralty, dated on board his Majesty's ship Monarch, Simon's Bay, Cape of Good Hope, August 18, 1795.

I had the honour of informing you, in a former dispatch, that the Dutch were entrenched in a strong position at Muysenberg, and well-furnished with cannon, having a steep mountain on their right, and the sea on their left, difficult of approach on account of shallow-water, with high surf on the shore, but which the absolute necessity of the post rendered requisite that we should possess, and made it obvious to Major-General Craig and myself that it ought to be attempted.

For this service I secretly prepared a gun boat, and armed the launches of the fleet with heavy cannonades, landed two battalions of seamen, about one thousand, under the command of Captains Hardy, of the Echo, and Spranger, of the Rattlesnake, and sent ships frequently round the Bay, to prevent suspicion of an attack, when any favourable opportunity might offer.

On the 7th instant a light breeze sprung up from the north-west, and at twelve o'clock the preconcerted signal was made, when Major-General Craig, with his accustomed readiness and activity, instantly put the forces on shore in motion, and at the same moment Commodore Blanket, equally zealous, in the America, with the Stately, Echo, and Rattlesnake, got under weigh, whilst the gun-boats and armed launches preceded the march of the troops about 500 yards, to prevent their being interrupted.

About one o'clock, the ships being abreast of an advanced post of two guns, fired a few shot, which induced those in charge to depart; and, on approaching a second post of one gun and a royal mortar on howitzer, the effect was the same. On proceeding off the camp the confusion was instantly manifest, although the distance from the ships was greater than could have been wished, but the shallowness prevented a nearer approach.

The Echo led, commanded by Lieutenant Tod, of the Monarch, and anchored in two and a half fathoms, followed by the America, which anchored in four and a half, then the Stately and Rattlesnake, which anchored nearer, in proportion to their lesser draughts of water, off the enemy's works, which began to fire, and the fire was returned by the sloops; but an increase of wind prevented the large ships from acting until they had carried out heavy anchors This duty was performed by the Commanders with great coolness, much to their own honour and their country's credit.

In a few minutes after the fire opened, which obliged the Dutch to abandon their camp with the utmost precipitation, taking with them only two field pieces, and at four o'clock the Major-General took possession of it, after a fatiguing march over heavy sandy ground. To him I beg leave to refer for the particulars of what was taken therein, as the sea ran so high that no person from the ships or gunboats could venture to land.

In transmitting you the proceedings of the fleet under my command, I shall at all times feel great satisfaction in doing justice to the merits of the several Officers. To their judgment and good conduct in the present instance, is to be attributed the immediate success which attended the attempt; it is, therefore, my duty to recommend to his Majesty's notice Commodore Blanket, Captain Douglas, Lieutenant Tod, of the Monarch, commanding the Echo, and Lieutenant Ramage, also of the Monarch, commanding the Rattlesnake, and Mr. Charles Adam, of the Monarch, Midshipman, who commanded the gun-boat. I am sensibly obliged to them, each of them individually, for their steady and correct discharge of my orders.

I must further beg leave to add, that it was universally agreed the Echo's fire was superiorly directed and ably kept up; and particular acknowledgments are also due to the Officers and men for the general zeal and activity which appeared in every countenance of which I was enabled to judge with more precision, as the Commodore obligingly permitted me to accompany him, and to visit the other ships employed under his directions upon this service.

In this attack the America had two men killed, and four wounded, and the Stately only one man wounded. On board the other vessels the enemy's shot did some damage, but none were killed or wounded. In the bay were five

Dutch East Indiamen, which were taken possession of: three of them from Batavia, with valuable cargoes on board, and two from Amsterdam, which had delivered their cargoes previous to the arrival of the British squadron.

The next day the enemy endeavoured to regain the important position they had lost, having drawn out their whole forces from the Cape Town, with eight field-pieces, but were every where repulsed. Upon this occasion Captain Hardy, of the Echo, and Lieutenant Coffin, of the Rattlesnake, particularly distinguished themselves, "having," according to the General's report, "crossed the water with the seamen and marines under their command, received the enemy's fire without returning a shot, and manœuvred with a regularity that would not have discredited veteran troops." It cannot be improper here to remark, nor is it foreign to our subject, that our seamen and marines have invariably acted in the same laudable manner, and deserve similar honourable commendations, whenever they have served on shore with the land-forces.

From this time nothing took place but some partial and inconsequential operations, till the 4th of September, when the Admiral was joined in the bay by fourteen sail of Indiamen, having on board a large body of troops under the command of Major-General Alured Clark. Upon this accession of strength, the Admiral and General determined to make an immediate attack upon the Cape Town; accordingly, the troops, artillery, and stores, were landed with the greatest expedition from the Indiamen, which was completely effected by the 14th, and on the morning of that day the army began its march, each man carrying four days' provisions, and the volunteer seamen from the Indiamen dragging the cannon through a deep sand.

At Wyneberg, a post at a small distance from the Cape Town, the Dutch had planted nine pieces of cannon, and collected their forces, as they had determined to make a firm stand; but they were so resolutely pushed by the British troops, as to be under the necessity of abandoning their position;

and nearly at the same time they were alarmed by the appearance of Commodore Blanket, with three ships, which the Admiral had detached into Table Bay, to cause a diversion on that side. Further resistance on the part of the Dutch being now fruitless, the Governor sent out, the same evening, an Officer with a flag of truce to solicit a suspension of arms for forty-eight hours, in order to settle the terms of capitulation: this was agreed to for twenty-four hours; and the articles of surrender, which were very favourable to the unfortunate colonists, and bespoke the highest probity, disinterestedness, and humanity in the British Commanders, being settled, Cape Town and its dependencies were next morning put into the hands of the British troops.

Thus fell the Cape of Good Hope, one of the fairest possessions of the Dutch in the east, and at former periods one of the most flourishing colonies that the industry of man had ever planted at so great a distance from the mother country; but, at the time of its surrender, in a condition of decrepitude and weakness analogous to that into which the parent state in Europe had fallen. As a naval station it proved highly useful during the continuance of the war, by affording a shelter to our ships, and a convenient place of refreshment for their crews; and by facilitating the expeditions which afterwards took place against some of the Dutch settlements in the Indian seas, as well as those to the Red Sea, connected with the French invasion of Egypt.

In his dispatches to the Secretary of State, General Clarke made the following honourable mention of our Admiral, which it would be improper in this place to omit: "The general character of Sir George K. Elphinstone," says he, "and his ardent desire to serve his country, are too well known to receive additional lustre from any thing I could say on that subject; but I should do injustice to my own feelings if I did not express the obligations I am under for the ready and cordial co-operation and assistance that he afforded upon every occasion, which so eminently contributed to the successful issue of our joint endeavours." A former dispatch from Major-General Craig has the following passage: "My sense of the obligation I am under to Sir George Elphinstone is such as I should not do justice to in an attempt to express it: his advice, his active assistance, and cordial co-operation on every occasion, have never been wanting, and entitle him to my warmest gratitude."

Whatever was the state of decay into which the colony of the Cape of Good Hope had fallen, as it was likely to prove a valuable addition to the strength of Britain in that quarter, and particularly as a point from whence the Dutch settlements in India could be attacked, with great probability of success, it was determined on the part of the new Government of the Batavian Republic, to make a strenuous effort for its recovery. Accordingly a squadron of nine ships of war and a store-ship sailed from Holland in the spring of the year 1796, for the express purpose of retaking the Cape of Good Hope, and arrived off Saldanha Bay early in the month of August. The intelligence of a hostile squadron being off the coast, was soon conveyed to Admiral Elphinstone, and with his usual activity he prepared to give them a proper reception. For his proceedings on the occasion we must refer our readers to his letter to the Secretary of the Admiralty:—

SIR, *Monarch, Saldanha Bay, August* 19, 1796.

I have the honour to inform you, that intelligence was received at Cape Town, on the 3d instant, of a number of ships having been seen in the offing at Saldanha Bay, which was confirmed on the 5th. In consequence of this, every preparation was made for putting to sea immediately, with the squadron under my command; but from the Monarch's main-mast being out, and the tempestuous weather, I was not able to quit the anchorage in Simon's Bay until the 6th, when we proceeded to sea.

On getting under weigh, an Officer from the shore came on board to inform me that a number of sails had been seen the preceding night in the offing, near False Bay; I then resolved to steer to the southward and west, in expectation of their having taken that course.

The squadron continued cruising in the most tempestuous weather I have ever experienced, which damaged many of the ships, and at one time the Ruby had five feet water in her hold. We were joined at sea by his Majesty's ships Stately, Rattlesnake and Echo sloops. On the 12th I returned, with a fresh breeze blowing from the south-east, and, upon anchoring in Simon's Bay, the Master attendant came off with information that the ships seen, consisting of nine sail, had put into Saldanha Bay on the 6th, the same day on which I had proceeded to sea; that they remained there by the last advice, and that four ships had been dispatched in quest of me to communicate this welcome intelligence.

I immediately made the signal to sail, but the Crescent had got ashore; the wind blew strong, and increased on the following day to a perfect tempest, in which the Tremendous parted two cables, drove, and was in great danger of being lost; so that, notwithstanding every exertion, and the most anxious moments of my life, we could not get out until the 15th.

On the 16th the squadron arrived off Saldanha Bay at sun-set; and the Crescent, which had been ordered ahead to discover information and to report, made the signal for the enemy, consisting of three ships of the line, three frigates, and other ships, being moored in the bay.

The squadron stood on into the bay in the order of sailing; but the night coming on, and the rear being too far extended for action, I judged it expedient to come to an anchor within shot of the enemy's ships; and perceiving their numbers very inconsiderable in comparison with the force under my command, I considered it my duty, and an incumbent act of humanity, to address the Dutch Officer in command; and consequently forwarded the letter to him, of which the inclosure, No. III., is a copy, by Lieutenant Coffin, of the Monarch, with a flag of truce; to this I received a verbal return, that a positive reply should be sent in the morning at day-break. I was fearful the enemy might attempt to injure the ships, and, therefore, ordered Lieutenant Coffin to return immediately with my letter, No. IV., to which he brought back the reply, No. V.

On the 17th, at nine in the morning, a Dutch Officer came on board with a flag, and presented proposals of terms for capitulation, which you will observe in the correspondence, with my remarks and definitive letter; and at five P. M. the terms contained in the inclosed copy were ultimately agreed upon; but it was impossible to take possession of the ships until the 18th, on account of the stormy weather.

It affords me the highest satisfaction, therefore, to communicate to my Lords Commissioners of the Admiralty, that a squadron of ships belonging to the United States, under the command of his Excellency Rear-Admiral Engelbertus Lucas has surrendered to the British force under my command, consisting of three ships of the line, two fine frigates, two of 28 guns, and a sloop of 18 guns, all completely coppered, stored, and victualled, together with a large laden store-ship, the names of which are described in the inclosure, No. VI., and the British ships to whom they are prizes in the inclosure, No. VII.

The consequent joy of this fortunate event is much augmented from the consolatory reflection on its accomplishment without the effusion of human blood, or injury to either of the enemy's or British ships not a single shot having been fired.

I must, however, beg leave to observe, that any resistance on the part of the enemy could only have occasioned the wanton sacrifice of a few lives; and, I doubt not, that had their number been adequate to contention, their conduct would have confirmed the acknowledged merit at all times recorded to the martial spirit of the subjects of the United States; and I can with similar confidence assure you, that the Officers and men under my command would have exhibited a conduct equally creditable to themselves.

The repeated advices communicated in your letters respecting the enemy's forces destined to this quarter, agreed so correctly with the intelligence I obtained by other means, that I have long been expecting this arrival, and was thereby enabled to be perfectly prepared to receive them, and constantly to keep a vigilant look-out.

I have the honour to be, &c.

G. K. ELPHINSTONE.

No. III.

To his Excellency the Admiral or the Officer commanding the Ships of the United States now lying in Saldanha Bay.

SIR,

It is unnecessary for me to detail the force I have the honour to command, because it is in your view, and speaks for itself; but it is for you to consider the efficacy of a resistance with the force under your command.

Humanity is an incumbent duty on all men; therefore, to spare the effusion of human blood, I request a surrender of the ships under your command, otherwise it will be my duty to embrace the earliest moment of making a serious attack on them, the issue of which is not difficult for you to guess.

I have the honour to be, &c.

G. K. ELPHINSTONE.

His Majesty's ship Monarch,
Saldanha Bay, Aug. 16, 1796.

No. IV.

To his Excellency the Rear-Admiral, Commander in Chief of the Dutch Ships lying in Saldanha Bay.

SIR,

I am this instant honoured with your verbal answer to my letter of this date, and delivered to me by Lieutenant Coffin, of the Monarch. If I understand him right, it is, that a flag of truce subsists between your Excellency, on the part of the States General, and myself, on behalf of his Britannic Majesty, and as was demonstrated by my displaying a flag of truce before I dispatched the first letter delivered to you by Lieutenant Coffin, and which truce is to continue until day-light in the morning. It is, therefore, my duty to require a positive assurance, that no damage shall be done to any of the ships or vessels of war, public stores or effects, that may be placed under your command; otherwise I shall not consider myself in duty bound to restrain an immediate attack, or to treat such prisoners as may fall into my hands in a manner suitable to my general inclination, or his Majesty's orders in similar cases.

I have the honour to be, &c.

G. K. ELPHINSTONE.

No. V.

To his Excellency Admiral G. K. Elphinstone, Commander in Chief of his Britannic Majesty's Squadron.

EXCELLENCY,

The two letters delivered to me by your Officer, from want of an interpreter, have taken a long time to translate.

Your Excellency may rest assured of receiving a positive answer to morrow morning, and that during this time no damage whatever shall be done to the vessels of my squadron, which I promise you upon my honour.

This time is necessary to call to my aid the Captains of the frigates detached at the bottom of the bay, in order to hold a council of war, whom I am obliged to assemble on account of responsibility.

I have the honour to be, &c.

On board the Dortrecht, ENGELBERTUS LUCAS.
August 16, 1796.

To his Excellency Vice-Admiral Sir G. K. Elphinstone, &c. &c.

EXCELLENCY,

Agreeable to my promise, I send you a copy of terms of capitulation, which, I doubt not, you will grant. In this hope I am,

Your Excellency's obedient servant,

ENGELBERTUS LUCAS.

Dortrecht, at anchor in Saldanha Bay, Aug. 17, 1796, *second year of the Batavian Republic, Liberty.*

Articles of Capitulation agreed upon in Saldanha Bay, this 17*th of August* 1796, *between his Excellency Rear-Admiral Engelbertus Lucas, Commander in Chief of the Squadron of Ships of the United States, now lying in Saldanha Bay, and the Hon. Sir George Keith Elphinstone, Knight of the Most Honourable and Military Order of the Bath, Vice-Admiral of the Blue, and Commander in Chief of his Britannic Majesty's Ships and Vessels in the Indian Seas, at the Cape of Good Hope, and of those now lying in Saldanha Bay.*

Art. I. Rear-Admiral Lucas will deliver up to Vice-Admiral Elphinstone the squadron under his command, upon the conditions of the capitulation underwritten.

Answer. The Vice-Admiral is actuated by principles of humanity to prevent the effusion of human blood, and considers the surrender of the Dutch squadron as a matter of necessity, and not of choice.

Art. II. The British Admiral shall appoint two ships as cartels, the frigates Braave and Sirene, in which the Rear-Admiral, his Officers, and Midshipmen, and ships' crews, shall be permitted to proceed, without hindrance, to Holland, and the Officers shall keep their side arms.

Answer. Inadmissible, by reason that the cartel ships sent from Toulon and various other places have been detained, and their crews imprisoned, contrary to the laws and usage of war, and the general good faith of nations; but Officers becoming prisoners shall be allowed to keep and wear their swords and side-arms so long as they behave with becoming propriety, and shall be treated with the respect due to their ranks.

Art. III. The Dutch Admiral, his Officers, and crew, shall retain their private property without being searched, and the remainder of the crew who cannot be sent on board the frigates are to be sent to Holland in such manner as the British Admiral shall judge proper.

Answer. Private property of every denomination will be secured to the proprietors in the fullest extent, in consequence of British Acts of Parliament, and his Britannic Majesty's positive orders, as well as from the general known disposition of British Officers to treat with the utmost liberality those who become their prisoners.

Art. IV. They shall be provided with such quantities of provisions as may be necessary for those who embark on board the two frigates, and to be so provided from the Dutch ships.

Answer. Answered by the sixth article.

Art. V. These cartel ships, on their arrival in Holland, shall be sent to England, and there delivered to his Britannic Majesty.

Answer. Already answered by the second article.

Art. VI. The crew shall be permitted to go on shore, for refreshment after their long voyage.

Answer. This must depend upon the Major-General commanding the troops on shore; but the Commander in Chief will use his utmost exertions to render the situation of every individual as comfortable as possible, as to victualling, lodging, and every accommodation, either on board or on shore, as can be procured or reasonably expected; and he will dispose of such as become prisoners as similarly to their inclinations as his duty to his Sovereign and the interests of his country will admit.

The sick shall be received into his Majesty's hospitals, and taken care of equally with the British sick.

It is furthermore the Commander in Chief's duty and inclination to send such to Europe as become prisoners, by the most speedy and convenient conveyances.

Art. VII. The national flags of Batavia shall continue to be displayed on the Dutch ships so long as their crews remain on board.

Answer. The Batavian colours must be struck so soon as the ships are taken possession of by his Britannic Majesty's Officers.

(*L. S.*) G. K. ELPHINSTONE.
ENGELBERTUS LUCAS.
JOHN JACKSON, *Secretary to the British Commander in Chief.*
CLEMENS BENEDICTUS, *Secretary to the Commander in Chief of the Dutch Squadron.*

To his Excellency Rear-Admiral Engelbertus Lucas, Commander in Chief of the Squadron of the United States, now lying in Saldanha Bay.

SIR,

I have had the honour to receive your letter with the proposal of a capitulation, and I have now the honour to inclose you my letters and answers thereunto, which I hope will be acceptable. I have mentioned to Captain Claris my inclination to accommodate your Excellency and the other Officers inclined to return to Europe upon their parole, with the Maria store-ship, or in any British vessels, of which there are many at the Cape; but any of the public armed ships I dare not presume to permit to depart.

Your Excellency may rest assured of every good office within my reach. Should the inclosed articles not meet with your approbation, you will be pleased to order the flag of truce to be hauled down as a signal that either party may commence hostilities.

I have the honour to be, with great respect, Sir,

Your most obedient humble servant,

G. K. ELPHINSTONE.

His Britannic Majesty's Ship
Monarch, Saldanha Bay,
August 17, 1796.

No. VI.

A List of Ships late belonging to the United States, under the Command of his Excellency Rear-Admiral Engelbertus Lucas, which surrendered on the 17*th of August* 1796, *to a Detachment of the Squadron of his Majesty's Ships under the Command of the Hon. Sir George Keith Elphinstone, K. B. Saldanha Bay.*

Ships.	Guns.	Men.	Commanders.
Dortrecht, -	66	370	Rear-Admiral Lucas,
Revolution, -	66	400	Capt. Rhnebende.
Admiral Tromp,	54	280	—— Valkenburg.
Castor, - -	44	240	—— Clarisse.
Braave, -	40	234	—— Zoetmans.
Bellona, -	28	130	—— Valk.
Sirene, - -	26	130	—— De Cerf.
Navik, -	18	76	—— Bezemer *.
Maria (store-ship)		112	
Total	342	1972	

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* It is impossible for the writer of this article to transcribe the name of Captain BEZEMER, of the Dutch navy, without having excited in his mind emotions of the deepest gratitude of the most heartfelt regard, for protection afforded, and kindnesses received at his hands, under circumstances peculiarly painful and distressing. Towards the conclusion of the late war, he had the misfortune to be taken, with his family, in a small trading vessel, by a French privateer, and carried into the Maese, where Captain BEZEMER commanded a Dutch sloop of war. The treatment which this respectable veteran shewed

N. B. Many of the guns are brass; besides which, they are well furnished with carronades.

They have four field-pieces of land artillery on board. The troops are under the command of the Rear-Admiral; Lieutenant-Colonel Henri is Adjutant-General, and Mons. Grandecourt Commandant of Artillery.

A List of his Majesty's Ships of the Detachment of the Squadron under the Command of the Hon. Sir George Keith Elphinstone, K. B. to which the Dutch Squadron, under the Command of his Excellency Engelbertus Lucas, surrendered on the 17*th of August* 1796, *in Saldanha Bay.*

Ships.	Guns.	Men.	Commanders.
Monarch, -	74	612	Vice-Admiral the Hon. Sir G. K. Elphinstone, K. B. Capt. John Elphinstone.
Tremendous,	74	590	Rear-Admiral T. Pringle. Capt. John Aylmer.
America, -	64	491	Commodore John Blanket.
Stately, -	64	491	Capt. Billy Douglas.
Ruby, -	64	491	—— Jacob Waller.
Sceptre, -	64	491	—— William Essington.
Trident, -	64	491	—— E. O. Osborne.
Jupiter, -	50	343	—— George Losack.
Crescent, -	36	264	—— Edward Buller.
Sphynx, -	24	155	—— Andrew Tod.
Moselle, -	16	121	—— Charles Brisbane.
Rattlesnake,	16	121	—— Edward Ramage.
Echo, -	16	121	—— John Turner.
Hope sloop,	-	-	—— Thomas Alexander.
	686	4782	

After the performance of these services, Admiral Elphinstone quitted the command at the Cape, and sailed for Europe in the month of October. He arrived at Crookhaven, in

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them, was not only *liberal, generous, and hospitable* in the extreme, but more like that of *a father* than to any thing else to which it could be compared Should the fortune of war again place this most noble-hearted and benevolent man in the situation of a prisoner to a British Officer, the writer of this humble, but affectionate, tribute to his worth and humanity, is not without the hope that this mention of him may procure him some return for those favours which he was so anxious and liberal in shewing. R. F.

the Monarch, with the Daphne in company, on the 22d of December, and having learned that the French fleet was upon the coast, and had been dispersed by a gale of wind, made every preparation to put to sea in quest of them. His laudable exertions, however, proved unavailing; for before he could get to sea, the French ships had either fallen into the hands of our cruisers, or, favoured by the extreme stormy weather which at that time prevailed, had regained their own harbours.

On the 7th of March 1797, his Majesty was pleased to confer on Admiral Elphinstone the dignity of a Baron of the kingdom of Ireland, by the title of Lord Keith, on account of his eminent services at the Cape of Good Hope; and in the month of May the same year, he was sent to Sheerness, on one of the most unpleasant occasions on which an Officer could be employed, to superintend the naval preparations against the mutineers, who at that time unhappily held the command of several of his Majesty's ships at the Nore, and had committed various acts of insubordination and outrage. This threatening storm being dispelled, Lord Keith for a short time commanded a detachment of the Channel Fleet, and had his flag flying on board the Queen Charlotte, a ship never to be forgotten in the annals of the British Navy.

Towards the latter part of the year 1798, Lord Keith had his flag on board the Foudroyant, of 80 guns, one of the ships employed off Cadiz and in the Mediterranean, under the orders of the Earl of St Vincent; and on the 14th of Feb. 1799 he was promoted from Vice-Admiral of the Blue to be Vice-Admiral of the Red. On the 23d of June the same year, the Earl of St. Vincent resigned to him the command of the Mediterranean fleet, and returned to England for the recovery of his health. The season for brilliant operations was in some degree over in that quarter, in consequence of the severe losses which the enemy had sustained, and were in no condition to repair; but much praise was due to Lord Keith for the excellent disposition of the force under his command,

and the judgment with which he stationed his cruisers, so that few of the enemy's vessels ventured out of port without falling into the hands of some of our ships of war.

On the 17th of March 1800, Lord Keith had the misfortune to lose his flag-ship, the Queen Charlotte, by fire, in Leghorn Roads*; by this melancholy accident upwards of 600 gallant men lost their lives, and one of the noblest ships in the British Navy was destroyed. Lord Keith was on shore at Leghorn at the time the conflagration happened; and hoisted his flag on board the Audacious, and afterwards shifted it to the Minotaur. His Lordship then proceeded with part of his fleet off Genoa, which place contained a strong French garrison under General Massena, and was besieged by an Austrian army under General Melas. As there was little probability of being able to reduce the place by any other means than famine, it was an object of the greatest importance that all supplies by sea should be cut off; and this service was so effectually performed by the squadron under Lord Keith, that in the beginning of June the French General was obliged to capitulate, being reduced to the greatest extremity for want of provisions.

We are now arrived at that period of the war, when the services of our Naval Officers are faithfully recorded in the pages of the NAVAL CHRONICLE; and, therefore, to avoid prolixity and repetition, we must refer our readers for minute details of the proceedings of the fleet in the Mediterranean, to Lord Keith's official letters, as they appear in our successive *Registers of Naval Events*.

On the 1st of January 1801, a general promotion of Flag-Officers took place in honour of the Union between Great Britain and Ireland, and on that occasion Lord Keith was advanced to be Admiral of the Blue. His flag this year was on board the Foudroyant, of 80 guns, and he commanded the naval force employed against the French on the coast of Egypt. His conduct on this important station was fully equal to the high promise which his exploits on former occasions held forth to his country; and on the surrender of the French army in Egypt, Lord Keith was created a Peer of Great Britain, received the thanks of both Houses of Parliament, and was presented by the city of London with a sword of the value of 100 guineas *. Lord Keith's services on the coast of Egypt are so fully stated in his letters to the Secretary of the Admiralty, which have appeared in the NAVAL CHRONICLE, that our readers must derive greater satisfaction from the perusal of them, than from any detail we could present them with; but it may not be improper here to observe, that as the expedition to Egypt was one of the greatest military efforts undertaken of late years by this country so it was one of the most successful, and will confer immortal honour on those illustrious Commanders under whose auspices it was brought to so fortunate a termination. As we are again at war with France, it is not saying much, that the expulsion of the French from Egypt materially contributed to the late peace; but, what was an object of far greater consideration, it raised the military reputation of the nation in the eyes of all Europe, it gave a severe wound to the pride, insolence, and personal vanity of the Chief of the French Republic, whose favourite scheme it was to make Egypt a province of France, and from thence to attack our valuable settlements in the East.

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* See Naval Chronicle, Vol. III. page 299.

On the renewal of hostilities with France, it was not probable that talents so valuable as those of Lord Keith would remain unemployed; accordingly he was appointed, in the month of March last, to the chief naval command at Plymouth; and should the enemy give him an opportunity, there is no doubt but he will add fresh honours to his already distinguished reputation in arms, and meritoriously support the credit and renown of his country for martial exploits.

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* We cannot forbear remarking here, that the attention invariably shewn by the city of London during the late war, to our brave Naval Officers, was equally honourable to the members of that patriotic and most respectable Corporation, and the heroes on whom its rewards and favours were bestowed.

ACCOUNT OF THE
PEARL FISHERY ON THE ISLAND OF CEYLON.

(*From an Account of the Island of Ceylon, by* ROBERT PERCIVAL, *Esq. of his Majesty's 19th Regiment of Foot.*)

THERE is, perhaps, no spectacle which the island of Ceylon affords more striking to an European, than the bay of Condatchy, during the season of the pearl fishery. This desert and barren spot is at that time converted into a scene, which exceeds, in novelty and variety, almost every thing I ever witnessed. Several thousands of people of different colours, countries, casts, and occupations, continually passing and repassing in a busy crowd; the vast numbers of small tents and huts erected on the shore, with the bazar, or market-place, before each; the multitude of boats returning in the afternoon from the pearl banks, some of them laden with riches; the anxious, expecting countenances of the boat-owners, while the boats are approaching the shore, and the eagerness and avidity with which they run to them when arrived, in hopes of a rich cargo; the vast numbers of jewellers, brokers, merchants, of all colours and all descriptions, both natives and foreigners, who are occupied in some way or other with the pearls, some separating and assorting them, others weighing and ascertaining their number and value, while others are hawking them about, or drilling and boring them for future use: all these circumstances tend to impress the mind with the value and importance of that object which can of itself create this scene.

The bay of Condatchy is the most central rendezvous for the boats employed in the fishery. The banks, where it is carried on, extend several miles along the coast from Manaar southward, off Arippo, Condatchy, and Pomparipo. The principal bank is opposite to Condatchy, and lies out at sea about twenty miles. The first step, previous to the commencement of the fishery, is to have the different oyster-banks surveyed, the state of the oysters ascertained, and a report made on the subject to Government. If it has been found that the quantity is sufficient, and that they are arrived at a proper degree of maturity, the particular banks to be fished that year are put up to sale to the highest bidder, and are usually purchased by a black merchant. This, however, is not always the course pursued: Government sometimes judges it more advantageous to fish the banks on its own account, and dispose of the pearls afterwards to the merchants. When this plan is adopted, boats are hired for the season on account of Government, from different quarters; the price varies considerably, according to circumstances; but is usually from five to eight hundred pagodas for each boat. There are, however, no stated prices, and the best bargain possible is made for each boat separately. The Dutch generally followed this last sytsem, the banks were fished on Government account, and the pearls disposed of in different parts of India, or sent to Europe. When this plan was pursued, the Governor and Council of Ceylon claimed a certain per centage on the value of the pearls; or, if the fishing of the banks was disposed of by public sale, they bargained for a stipulated sum to themselves over and above what was paid on account of Government. The pretence on which they founded their claims for this perquisite, was their trouble in surveying and valuing the banks.

As neither the season, nor the conveniance of persons attending, would permit the whole of the banks to be fished in one year, they are divided into three or four different portions, which are fished one portion annually in succession. The different portions are completely distinct, and are set up separately to sale, each in the year in which it is to be fished. By this means a sufficient interval is given to the oysters to attain their proper growth; and as the portion first used has generally recovered its maturity by the time the last portion has been fished, the fishery becomes almost regularly annual. The oysters are supposed to attain their completest state of maturity in seven years; for, if left too long, I am told that the pearl gets so large and so disagreeable to the fish, that it vomits and throws it out of the shell.

The fishing season commences in February, and ends about the beginning of April. The period allowed to the merchant to fish the bank is six weeks, or two months at the utmost; but there are several interruptions, which prevent the fishing days from exceeding more than about thirty. If it happens to be a very bad season, and many stormy days intervene during the period allotted, the purchaser of the fishery is often allowed a few days more as a favour. One considerable interruption proceeds from the number and diversity of holidays observed by the divers of different sects and nations who are employed. Many of the divers are of a black race, known by the name of Marawas, and inhabiting the opposite coast of Tutucoreen: these people, although of the Malabar cast, are Roman Catholics, and leave off work on Sundays to attend prayers at the chapel of Arippo. But if many stormy days, or Hindoo and Mahomedan festivals (which are never neglected on any account by the natives), occur to interrupt the regular course of fishing, the farmer is sometimes desirous that the Catholic Marawas should make up the lost time by working on Sundays; but this he cannot compel them to do without an order from the Chief Officer of Government, who is appointed to superintend the fishery.

The boats and donies employed in the fishery do not belong to Ceylon, but are brought from different ports of the continent; particularly Tutucoreen, Caracal and Negapatam, on the Coromandel coast, and Cotang, a small place on the Malabar coast, between Cape Comorin and Anjango. The divers from Colang are accounted the best, and are only rivalled by the Lubbahs, who remain on the island of Manaar for the purpose of being trained in this art. Previous to the commencement of the fishery all the boats rendezvous at Condatchy; and it is here they are numbered and contracted for.

During the season all the boats regularly sail and return together. A signal gun is fired at Arippo, about ten o'clock at night, when the whole fleet sets sail with the land-breeze. They reach the banks before day-break, and after sun-rise commence fishing. In this they continue busily occupied till the sea-breeze, which arises about noon, warns them to return to the bay. As soon as they appear within sight another gun is fired, and the colours hoisted, to inform the anxious owners of their return. When the boats come to land, their cargoes are immediately taken out, as it is necessary to have them completely unloaded before night. Whatever may have been the success of their boats, the owners seldom wear the looks of disappointment; for, although they may have been unsuccessful one day, they look with the most complete assurance of better fortune to the next; as the brahmins and conjurers, whom they implicitly trust, in defiance of all experience, understand too well the liberality of a man in hopes of good fortune, not to promise them all they can desire.

Each of the boats carries twenty men, with a *tindal*, or chief boatman, who acts as pilot. Ten of the men row and assist the divers in re-ascending. The other ten are divers: they go down into the sea by five at a time; when the first five come up the other five go down, and by this method of alternately diving, they give each other time to recruit themselves for a fresh plunge.

In order to accelerate the descent of the divers large stones are employed: five of these are brought in each boat for the purpose; they are of a reddish granite, common in this country, and of a pyramidal shape, round at top and bottom, with a hole perforated through the smaller ends sufficient to admit a rope. Some of the divers use a stone shaped like a half-moon, which they fasten round the belly when they mean to descend, and thus keep their feet free.

These people are accustomed to dive from their very infancy, and fearlessly descend to the bottom in from four to ten fathom water, in search of the oysters. The diver, when he is about to plunge, seizes the rope, to which one of the stones we have described is attached, with the toes of his right foot, while he takes hold of a bag of network with those of his left; it being customary among all the Indians to use their toes in working or holding, as well as their fingers; and such is the power of habit, that they can pick up even the smallest thing from the ground with their toes as nimbly as an European could with his fingers. The diver thus prepared, seizes another rope with his right hand, and holding his nostrils shut with the left, plunges into the water, and, by the assistance of the stone, speedily reaches the bottom. He then hangs the net round his neck, and with much dexterity, and all possible dispatch, collects as many oysters as he can while he is able to remain under water, which is usually about two minutes. He then resumes his former position, makes a signal to those above, by pulling the rope in his right hand, and is immediately, by this means, drawn up and brought into the boat, leaving the stone to be pulled up afterwards by the rope attached to it.

The exertion undergone during this process is so violent, that upon being brought into the boat, the divers discharge water from their mouth, ears, and nostrils, and frequently even blood. But this does not hinder them from going down again in their turn. They will often make from forty to fifty plunges in one day, and at each plunge bring up about a hundred oysters. Some rub their bodies over with oil, and stuff their ears and noses to prevent the water from entering, while others use no precautions whatever. Although the usual time of remaining under water does not much exceed two minutes, yet there are instances known of divers who could remain four and even five minutes, which was the case with a Caffree boy the last year I visited the fishery. The longest instance ever known, was that of a diver who came from Anjango in 1797, and who absolutely remained under water full six minutes.

This business of a diver, which appears so extraordinary and full of danger to an European, becomes quite familiar to an Indian, owing to the natural suppleness of his limbs, and his habits from his infancy. His chief terror and risk arise from falling in with the ground-shark while at the bottom. This animal is a common and terrible inhabitant of all the seas in these latitudes, and is a source of perpetual uneasiness to the adventurous Indian. Some of the divers, however, are so skilful as to avoid the shark, even when they remain under water for a considerable time. But the terrors of this foe are so coutinually before their eyes, and the uncertainty of escaping him so great, that these superstitious people seek for safety in supernatural means. Before they begin diving, the priest, or conjurer, is always consulted, and whatever he says to them is received with the most implicit confidence. The preparations which he enjoins them consists of certain ceremonies, according to the cast and sect to which they belong, and on the exact performance of these they lay the greatest stress. Their belief in the efficacy of these superstitious rites can never be removed, however different the event may be from the predictions of their deluders; Government, therefore, wisely gives way to their prejudices, and always keeps in pay some conjurers, to attend the divers and remove their fears: for though these people are so skilful and so much masters of their art, yet they will not on any account descend till the conjurer has performed his ceremonies. His advices are religiously observed, and generally have a tendency to preserve the health of the devotee. The diver is usually enjoined to abstain from eating before he goes to plunge, and to bathe himself in fresh water immediately after his return from the labours of the day.

The conjurers are known in the Malabar language by the names of *Pillal Karras*, or *binders of sharks*. During the time of the fishery they stand on the shore from the morning till the boats return in the afternoon, all the while muttering and mumbling prayers, distorting their bodies into various strange attitudes, and performing ceremonies to which no one, not even themselves, I believe, can attach any meaning. All that while it is necessary for them to abstain from food or drink, otherwise their prayers would be of no avail. These acts of abstinence, however, they sometimes dispense with, and regale themselves with *toddy*, a species of liquor distilled from the palm tree, till they are no longer able to stand at their devotions.

Some of the conjurers frequently go in the boats with the divers, who are greatly delighted at the idea of having their protectors along with them; but in my opinion, this fancied protection renders the divers more liable to accidents, as it induces them to venture too much, and without proper precautions, in full confidence of the infallible power of their guardians. It must not, however, be imagined, that these conjurers are altogether the dupes of their own arts, or that they accompany their votaries to the fishery merely from an anxious care of their safety; their principal purpose in going thither is, if possible, to filch a valuable pearl. As this is the case, it is evident that the superintendant of the fishery must look upon their voyages with a jealous eye: such, however, is the devoted attachment of their votaries, that he is obliged to pass it over in silence, or at least to conceal his suspicions of their real intentions. He must also never hint a doubt of their power over the sharks, as this might render the divers scrupulous of committing themselves to the deep, or indeed deter them from fishing at all. The conjurers reap here a rich harvest; for besides being paid by the Government, they get money and presents of all sorts from the black merchants, and those successful in fishing up the oysters.

The address of these fellows in redeeming their credit when any untoward accident happens to falsify their predictions, deserves to be noticed. Since the island came into our possession, a diver at the fishery one year lost his leg, upon which the head conjurer was called to account for the disaster. His answer gives the most striking picture of the knowledge and capacity of the people he had to deal with. He gravely told them, "that an old witch who owed him a grudge, had just come from Colang, on the Malabar coast, and effected a counter conjuration, which for the time rendered his spells fruitless; that this came to his knowledge too late to prevent the accident which had happened, but that he would now shew his superiority over his antagonist by enchanting the sharks and binding up their mouths, so that no more accidents should happen during the season." Fortunately for the conjurer, the event answered his prediction, and no further damage was sustained from the sharks during the fishery of that year. Whether this was owing to the prayers and charms of the conjurer, I leave to my European readers to decide; but certainly it was firmly believed to be the case by the Indian divers, and he was afterwards held by them in the highest esteem and veneration. His merits, however, in this transaction might be disputed, for there are many seasons in which no such accidents occur at all. The appearance of a single shark is indeed sufficient to spread dismay among the whole body of divers; for as soon as one of them sees a shark he instantly gives the alarm to his companions, who as quickly communicate it to the other boats; a panic speedily seizes the whole, and they often return to the bay without fishing any more that day. The sharks which create all this alarm, sometimes turn out to be nothing more than a sharp stone on which the diver chances to alight. As false alarms excited in this manner prove very injurious to the progress of the fishery, every means is employed to ascertain whether they are well or ill founded; and if the latter be the case, the authors of them are punished. These false alarms occurred more than once in the course of the last two or three seasons.

The divers are paid differently, according to their private agreement with the boat-owners. They are paid either in money, or with a proportion of the oysters caught, which they take the chance of opening on their own account: the latter is the method most commonly adopted. The agreements with the people who hire out the boats are conducted much in the same manner. They contract either to receive a certain sum for the use of their boats, or pay the chief farmer of the banks a certain sum for permission to fish on their own account. Some of those who pursue the latter plan are very successful, and become rich; while others are great losers by the speculation. Oyster lotteries are carried on here to a great extent: they consist of purchasing a quantity of oysters unopened, and running the chance of either finding or not finding pearls in them. The European Officers and gentlemen, who attend here upon duty or through curiosity, are particularly fond of these lotteries, and very frequently make purchases of this sort.

The boat-owners and merchants are very apt to lose many of the best pearls while the boats are on their return to the bay from the banks, as the oysters, when alive and left for some time undisturbed, frequently open their shells of their own accord: a pearl may then be easily discovered, and the oyster prevented, by means of a bit of grass or soft wood, from again closing its shell, till an opportunity offers of picking out the pearl. Those fellows who are employed to search among the fish also commit many depredations, and even swallow the pearls to conceal them; when this is suspected, the plan followed by the merchants is to lock the fellows up, and give them strong emetics and purgatives, which have frequently the effect of discovering the stolen goods.

As soon as the oysters are taken out of the boats, they are carried by the different people to whom they belong, and placed in holes or pits dug in the ground to the depth of about two feet, or in small square places, cleared and fenced round for the purpose, each person having his own separate division. Mats are spread below them to prevent the oysters touching the earth, and here they are left to die and rot. As soon as they have passed through a state of putrefaction, and have become dry, they are easily opened without any danger of injuring the pearls, which might be the case if they were opened fresh, as, at that time, to do so requires great force. On the shell being opened, the oyster is minutely examined for the pearls: it is usual even to boil the oyster, as the pearl, though commonly found in the shell, is not unfrequently contained in the body of the fish itself.

The stench occasioned by the oysters being left to putrify is intolerable, and remains for a long time after the fishery is over. It corrupts the atmosphere for several miles round Condatchy, and renders the neighbourhood of that country extremely unpleasant till the monsoons and violent south-west winds set in and purify the air.

The nauseous smell, however, is not able to overcome the hope of gain: for months after the fishing season, numbers of people are to be seen earnestly searching and poring over the sands and places where the oysters have been laid to putrify; and some are now and then fortunate enough to find a pearl that amply compensates their trouble in searching after them. In 1797, while Mr. Andrews was collector, a Cooly, or common fellow of the lowest class, got by accident the most valuable pearl seen that season, and sold it to Mr. Andrews for a large sum.

The pearls found at this fishery are of a whiter colour than those got in the gulph of Ormus, on the Arabian coast, but in other respects are not accounted so pure, or of such an excellent quality; for though the white pearls are more esteemed in Europe, the natives prefer those of a yellowish or golden cast. Off Tutucoreen, which lies on the Coromandel coast, nearly opposite to Condatchy, there is another fishery; but the pearls found there are much inferior to those two species I have mentioned, being tainted with a blue or greyish tinge.

NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

ANECDOTE OF AN IRISH SEAMAN.

AS the procession of the treasure taken in the Spanish Register ships last war was passing through the market-place, Plymouth, some interruption occasioned a stoppage of the headmost waggon of the second division: it naturally drew a crowd about the waggon. A gentleman pushed forward to see how the dollars were packed, when the honest tar who carried the British ensign over the Spanish, asked him, in a good-natured way, "if his honour wished to smell the treasure?" the gentleman said, laughingly, "he would much rather taste it." The sailor immediately putting his unemployed fingers into his mouth, pulled out a small Spanish coin and a quid, and putting both into the gentleman's hand, emphatically said, "By Jasus, in my country we find tasting better than smelling, and feeling is the naked truth; so your honour's welcome." The gentleman offered him more than the real value, but honest Patrick refused, and said, "he had enough, and to spare." The waggon then driving on prevented any other application on the subject.

A REMARKABLE INCIDENT TO THE HONOUR OF THE BRITISH NAVY.

CAPTAIN Tinker, who commanded his Majesty's ship the Argo, a frigate of 28 guns, being stationed with some cutters off Ostend (which then belonged to the Emperor), to watch the motions of some French vessels, sent a message to the Governor of the place, importing, that as the king, his master, was not at war with the House of Austria, he expected to be supplied with refreshments from Ostend, although it was garrisoned with French troops, otherwise he would make prize of every vessel belonging to the place that should presume to come out of the harbour. No notice being taken of this message, he proceeded to put his threats in execution, and detained three fishing-boats. The Governor, finding he was in earnest, sent out a flag of truce with a compliment, assuring him that he would comply with his request, and the Captain received daily supplies from the shore. In the course of this correspondence, the Commander of a French frigate, of 30 guns, then lying in the harbour, sent notice to Capt. Tinker, that if he would dismiss his small craft, and give his honour that none of the squadron under Commodore Boyce should interfere in the contest, he would come out next day, and give him battle. Mr. Tinker desired the messenger to tell him, that he would dismiss the cutters, and not only give his word, but even an Officer as an hostage for the performance, that he should not be assisted by any ship of the Commodore's squadron, which lay seven or eight leagues to leeward; but he would engage him singly at a minute's warning. He accordingly made the ship ready for the engagement next morning, when he weighed anchor, hoisted the British ensign, and stood in shore to the mouth of the harbour, where he brought to, with his courses clewed, and his main-top-sail to the mast. In this posture he lay, with flying colours, as long as the tide would permit him to remain, almost close to the fortifications of the place, in sight of all the French Officers, who were assembled to see the combat; but Monsieur did not think proper to keep the appointment, though it was of his own making.

THE

FIRST REPORT OF THE COMMISSIONERS OF NAVAL INQUIRY.

[Continued from Vol. IX. page 461.]

IN order to acquire every possible information relating to these transactions, we thought it proper to call upon the Comptroller and other Members of the Navy Board *; by some of whom it is stated, that owing to the multiplicity of business, the subject of the premium on bills of exchange drawn at Jamaica, had been wholly lost sight of till September 1800, since which period, the premiums have been carried to account; but it appears that no measures were

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* *The Examination of Samuel Gambier, Esq. one of the Commissioners of his Majesty's Navy; taken upon Oath the 31st of January* 1803.

How long have you been a Commissioner of the Navy?—Since August 1796.

What department had you the superintendance of, previously to the present arrangement of the Navy Office?—I came in with the present arrangement, having been before that time Secretary to the Navy Board about ten months.

When did the present arrangement take place, and to which of the Committees do you now belong?—The arrangement took place in 1796, and I belong to the Committee of Accounts.

When was Mr. Smith appointed Naval Officer at Jamaica?—I cannot say.

Do you conceive the Inſtructions given to Mr. William Smith, as Naval Officer at Jamaica, especially called upon him to carry the premium on his bills, as Naval Officer, to the account of Government?—As an abstract question I say certainly Yes. If I had been Naval Officer, certainly I should have done it under that Instruction (*a*).

Have you any doubt as to the meaning of the Instructions on this head?—Certainly none.

Did the Navy Board, on the 4th of September 1795, in consequence of a representation from Rear-Admiral Parker, stating the premium on private bills on the 14th of July preceding to be fifteen *per cent.* issue a warrant to Mr. Smith, or give any and what directions to him in consequence thereof?—They certainly issued a warrant to him, enforcing the observance of the 13th article of his Instructions, which, from what he had understood from Rear-Admiral Parker, he must have known related entirely to the premium.

Have you any and what reason to suppose that warrant did not reach him?—He never acknowledged the receipt of it as I understand; and when we desired Lord Hugh Seymour to inquire particularly into the circumstance, his Lordship could not by any means ascertain whether it had actually reached the Naval Officer or not.

Was the account called for by the Navy Board's letter of the 17th of September 1795 (in consequence of directions from the Lords Commissioners of the Admiralty), from Mr. Smith, of the premium he had received, and of the discount he might have paid on his bills as Naval Officer, ever received at the Navy Office?—I do not remember it.

Did the Navy Board take any and what steps to enforce the production of it after Mr. Smith's return to England?—None, to the best of my recollection.

(*a*) See page 37 infra.

How did it happen that no steps were taken to inforce the production of that account?—I really believe that, in the multiplicity of business, it was entirely lost sight of.

On what account and at what time was Mr. Smith dismissed from the Office of Naval Storekeeper at Jamaica?—I conceive that Mr Smith was dismissed from his situation for general negligence; I am not certain about it, but the records of the Navy Office will shew it; cannot say when.

Have Mr. Smith's accounts, as the Naval Officer at Jamaica, been finally passed by the Navy Board?—Mr. Smith's accounts have been passed at the Navy Board; but I conceive no account can be so passed, but that in case of error in it, afterwards he may not be called upon to rectify it.

Can you say when Mr. Smith's accounts were passed?—I think they were passed in 1798.

Did Mr. Smith charge himself with any premium received on bills drawn by him as Naval Officer?—Certainly not; that is the error I allude to.

Did the Navy Board make any charge against Mr. Smith for neglecting to carry the premium on his bills to public account, agreeably with his Instructions?—They certainly did not; for the causes before mentioned it was lost sight of: but the examination of Mr. Dick's account has again brought forward the subject, and I really believe that on Saturday last (the 29th instant), it was resolved in the Committee of Accounts, that he should be called upon to render an account of the premium he had received, in consequence of a resolution of the Board, that Mr. Dick should be called upon for such an account for the time antecedent to his receiving the Board's warrant on that subject in 1800.

Did the Navy Board ascertain or take any steps to ascertain the loss which Government had sustained by Mr. Smith's not carrying the premium on his bills to public account?—They have done nothing positive in that respect, to the best of my recollection.

Who was appointed to act as Naval Officer in consequence of Mr. Smith's dismissal?—Mr. Henry Broughton.

How long did he continue to act?—A few months.

Did he carry the premium on his bills to account of Government?—Certainly not.

Did the Navy Board take any and what steps to make him do so?—They have not done so yet; his accounts not being in that state of forwardness to bring the question before them; but the same resolution which relates to Mr. Smith would extend to his being called on in the same manner.

Might not the Board have ascertained whether the premium was brought to account on Mr. Broughton's bills without waiting for the accounts being regularly brought before them?—If it had occurred to them, they certainly might; but nothing had arisen to lead to the subject, or remind them of it, as I recollect.

Have Mr. Broughton's accounts as Acting Naval Officer at Jamaica been finally passed by the Navy Board?—No.

taken for the recovery of what had been previously received by the Naval Storekeepers, until it became a subject of our inquiry. We now understand that a suit has been instituted against Mr. Dick.

Has the Navy Board made any charge against Mr. Broughton for neglecting to carry the premium on his bills to public account agreeably with his Instructions?—It has not, but it remains to be determined whether it will.

Has the Navy Board ascertained, or taken any steps to ascertain the loss which Government has sustained by Mr. Broughton's not carrying the premium on his bills to account?—They certainly have not done any thing in that respect; but it remains to be done.

When was Mr. Dick appointed Naval Officer at Jamaica?—I cannot say exactly; I think in 1796; but the appointment will shew it.

Was there any report of the Official Records left in the office upon the removal either of Mr. Smith or Mr. Broughton, transmitted to the Navy Board, according to the 33d article of the General Instructions to Officers on foreign stations?—I cannot say.

Has it been usual for the Officers to make such reports?—I cannot say.

In what office would that document be lodged if transmitted to the Board? I should imagine in the Secretary's office.

For what purpose is it that Naval Officers are directed by their Instructions to transmit a monthly account of cash to the Navy Board?— As a check upon their transactions in general.

Is it customary to examine those accounts, and when?—They would be examined as they come in, if there were sufficient hands to do it.

How long has it been the practice for them to be unexamined?—I believe it has been usual (*b*), from the want of hands, to defer their examination till the close of the war.

Did Mr. Dick transmit his monthly cash accounts regularly?—I cannot speak to that.

When did Mr. Dick first begin to draw bills as Naval Officer at Jamaica?—We sent an account from the Navy Board the other day, which will determine that.

When and by what circumstances was it first discovered that Mr. Dick had not carried to account of Government the premium on his bills?—I cannot recollect the circumstance, but think the time was in 1800.

In saying that it has not been the practice to examine the monthly accounts till the close of the war, do you mean that it has been the custom to defer the examination of all accounts till the close of the war?—Certainly not: the examination of various accounts is going on all the time; but, from their multiplicity, many are obliged to be so postponed, and the preference is generally given, during the war, to such as are out of the common routine, and require more immediate examination, by which is meant those where there are no fixed regulations for governing the Accountant.

Did the Navy Board, as in the instance of Mr. Smith, acquaint the Lords Commissioners of the Admiralty that Mr. Dick had not carried his premiums to account?—To the best of my recollection they did not; the Secretary of the Board is more likely to give information upon that subject.

(*b*) See page 37 infra.

We have hitherto confined our observations to one part of the subject only, the abuses committed in the drawing of bills of exchange for money taken up for the use of the Naval Department at Jamaica ;

Did the Navy Board, on the 18th of September 1800, or at any other time, issue any and what directions or order to Mr. Dick, in relation to the premium ?—They did issue, in 1800, most particular directions upon the subject ; a copy of which warrant was, I believe, sent you last week.

The Navy Board, in their warrant of the 18th of September 1800, having signified to Mr. Dick as follows :—" We shall forbear to come to any resolution respecting the appropriation of the premium which you received on your bills drawn on this Board, since your appointment to the situation of Naval Officer at Jamaica, until we hear from you on the subject ;" and as it appears Mr. Dick acknowledged the receipt of that warrant on the 18th of December 1800 ; what steps were taken, in conformity to the expression in the Navy Board's warrant thereupon ?—None, immediately ; but when his accounts were in that state of forwardness before mentioned, the question was brought before the Board by the Committee of Accounts.

What was meant by the words " appropriation of the premium," in the order to Mr. Dick of the 18th of September 1800 ?—The exact meaning of the Board I do not know ; I conceive it was intended to hear what he had to say in his own defence, and then to determine whether or not he should be charged with the same.

Did the Navy Board, as in the case of Mr. Smith, by direction of the Lords of the Admiralty, or in any other and what manner, call on Mr. Dick to render an account of the premium received, or discount paid on his bills as Naval Officer ?—I do not recollect any thing having been done, relative to Mr. Dick, beyond what has been already stated ; I have not the least recollection of the Admiralty order alluded to.

Have Mr. Dick's accounts been finally passed by the Navy Board ?—Certainly not.

Why have they not ?—Because there has not been time to make them up ; but conceiving the accounts of Mr. Dick to be very important, the Committee of accounts gave directions for their having a preference to many others ; in consequence of which they have, within these few days, been brought forward in an abstract state, to enable the Board to call on Mr. Dick for explanation of various items.

When were the directions for this preference given ?—I should think about six months ago.

Are Mr. Dick's papers delivered into the Navy Office for finally closing his accounts ?—Mr. Dick's final accounts are delivered into the Navy Office, accompanied by numerous vouchers.

Has he charged himself with any premium previously to the receipt of the Navy Board's warrant of the 18th of September 1800 ?—Certainly not.

Has the Navy Board made any charge against him, what and when, on that account ?—No charge has yet been made against him on that account, the point being now under discussion.

Has the Navy Board ascertained, or taken any and what steps to ascertain, the amount of the premium which Mr. Dick has neglected to carry to account of the abuses of the expenditure of this money, and the wilful neglects in not sending timely demands for stores, by which a necessity for such large disbursements was created, though abuses not so easily detected,

Government?—Nothing has as yet been done; the business being now under discussion.

Has the Navy Board ascertained, by obtaining information of the rate of premium on private bills, whether Mr. Dick might not have obtained a higher rate of premium than he has given Government credit for, since the receipt of their warrant of the 18th of September 1800?—It is not yet done.

Had the premium antecedent to Mr. Smith's time ever been accounted for to Government by the Officers at Jamaica?—I am pretty sure not, so far back as 1782, when a representation was made by the Naval Officer at Jamaica, that he could not get money for his bills, in consequence of which 5000*l.* in specie was sent him.

What had been the practice antecedent to 1782?—I do not know.

Has any representation been made to the Navy Board, by any Naval Commander in Chief, on the subject of the Naval Officer not carrying his premium to account, but such as is specified in the body of this examination?—I never have heard of any other.

SAMUEL GAMBIER.

Chas. M. Pole.
Ewan Law.
John Ford.
Henry Nicholls.

Explanations and additions made the 3d of February 1803, *by desire of the Examinant, to his answers given the* 31*st of January* 1803.

Note (*a*) or have stated the case to the Board, and requested orders upon the subject.

(*b*) until the year 1800.

SAMUEL GAMBIER.

Chs. M. Pole:
Ewan Law.
John Ford.
Henry Nicholls.

The Examination of Sir Andrew Snape Hamond, Bart. Comptroller of the Navy, taken upon Oath the 1*st of March* 1803.

When was you appointed a Commissioner of the Navy?—In January 1793.

How long have you been Comptroller of the Navy?—Since September 1794.

Is it your duty to superintend, direct, and control, the expences in every branch of the Navy Office?—It certainly is my duty, as far as they come to my knowledge, in conjunction with the other members of the Board.

Is it considered that the arrangement of the Navy Board into Committees has done away the immediate superintendance of the several members to particular departments of the Navy Office?—It is expressly mentioned in the (*a*) patent that it is so.

(*a*) See page 42 infra.

or precisely substantiated, are of infinitely more consequence: indeed, it is chiefly from this source, that the occasion of drawing bills, and the consequent great profit by the exchange, took its rise.

Did not Rear-Admiral Parker make a representation to the Navy Board, by letter dated the 14th of July 1795, that he had received fifteen *per cent.* premium upon his own bills, and that he had refused to approve the bills of Mr William Smith, Naval Officer at Jamaica, unless the premium was carried to the account of Government, which, by his instructions, the Rear-Admiral conceived it his duty to see done?—I have not an immediate recollection of the words of the letter, but I consider that to be the substance.

To what Instructions did Rear-Admiral Parker allude in his letter of the 14th of July 1795, to the Navy Board?—I apprehend to his own Instructions from the Admiralty.

Is it customary for the Navy Board to furnish Commanders in Chief on foreign stations with copies of the Instructions given to the officers of the foreign yards?—Yes; sometimes they go away in a hurry and do not get them, but if they apply for them, they always have them, and being on the spot they may always have them from the Naval Officer.

Are the Commanders in Chief on foreign stations furnished of course, and without application, with the Instructions to the officers of the foreign stations?—Not from England, because they may have them from the Naval Officers on the spot. The Navy Board being frequently unacquainted when the appointment takes place.

What directions did the Navy Board give in consequence of the representation of Rear-Admiral Parker to them, dated the 14th of July 1795?—The Navy Board gave directions to Mr. Smith by warrant, dated the 4th of September 1795.

Did the Navy Board, by that warrant, consider they had given full and sufficient directions to Mr. Smith to carry the premium on his bills to account?—The Board certainly (*b*) did mean, that every benefit that could arise to Government should certainly be brought to account.

Why did not the Navy Board expressly direct Mr. William Smith to carry the premium on his bills to account, agreeably to the words of Rear-Admiral Parker's representation?—I have already said they conceived that warrant sufficient for the purpose.

Do you conceive the Instructions given to Mr. Smith as Naval Officer at Jamaica, directing him to take up money at the best rate of exchange, and that Government shall constantly have the benefit of the exchange, especially called upon him to carry the premium on his bills to the account of Government?—I certainly do.

Were the directions given in the Navy Board's warrant, of the 4th of September 1795, enforced and complied with by Mr. Smith?—For that I must refer to the correspondence, and if that does not shew it, I conclude the subject was never brought before the Board.

Whose particular duty was it to see that the directions given on this subject were duly complied with?—I cannot fix it to any particular person. When the accounts came to be examined the omission would have been noticed in the

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(*b*) See page 42 infra.

The irregularity of Mr. Dick in the transmission of his accounts of stores expended and remaining, and of the demands for the probable exigencies of the service, and also in the mode of making purchases,

proper office, and reported in the first instance to the Committee of Accounts. The chief clerk in the department makes a statement of the whole account, which he lays before the Committee of accounts for their examination, who report the circumstances to the Board previous to the account being passed.

What Officer or Committee should see that the warrants of the Navy Board are carried into effect?—If they should relate to stores, the Committee of Stores; If to accounts, the Committee of Accounts.

When Mr. Smith's accounts were finally passed, was the circumstance of his not having carried the premium on his bills to account, stated to the Navy Board as an omission?—I have not the least recollection of the matter, but conclude the minutes of the Board may take notice of it, provided the subject was mentioned.

Are Mr Smith's accounts finally passed?—I understand they are.

Did Mr. Smith carry any premium on his bills to the account of Government?—He did not; stating that he had not received the warrant.

Is it customary when the Navy Board issue warrants to Naval Officers which may regard their conduct as accountants, to lodge copies thereof in the office for Foreign Accounts, that the clerks may see that they are duly attended to?—I conclude it is.

Was this directed to be done in the case of Mr. Smith?—I do not know; the Comptroller's duty being a general superintendance of the whole business carrying on, it cannot be supposed that he can attend to all the minutiæ; leaving it of course to the Secretary and the Committees to see that no necessary form be omitted.

Whose duty is it to superintend the conduct of the clerks in the Office for Foreign Accounts?—The Committee of Accounts.

Was not Mr. Smith dismissed from the situation of Naval Officer at Jamaica particularly for taking up money for his bills upon the Navy Board in a mode contrary to his Instructions, although he had been strictly forbidden to pursue the same?—He was dismissed for general neglect of duty, and among the rest for not complying with the Instructions with regard to taking up money on his bills.

Did not the taking up money upon his bills, contrary to his Instructions, allude to his neglecting to carry the premium thereon to the account of Government?—I really believe that, until Rear-Admiral Parker's letter being received, the Board were not apprized of there being any premium on bills; and do not believe that the Navy Board had any knowledge of Mr. Smith's not having carried the premium to account, until he came home and delivered in his accounts.

Do you know whether Rear-Admiral Parker withheld his approval of Mr. Smith's bills because Mr. Smith refused to carry the premium on them to the account of Government?—Admiral Parker states the circumstance to be so in his letter.

How came Mr. Smith's accounts as Naval Officer at Jamaica to be *finally passed* by the Navy Board, although he had neglected to comply with the Board's warrant of the 4th of September 1795, directing him to procure money at the appear in a very voluminous correspondence between the Commanders in Chief on the Jamaica station, the Navy Board, and Mr. Dick (which we caused to be laid before us), as well as from the examina-

best and cheapest rate of exchange, and had not rendered an account of premium received, or discount paid by him on his bills, called for by the letter of the Navy Board of the 17th of September 1795?—It is one of those circumstances, in a great and complicated concern like that of the Navy Board in time of war, that may have passed without the full consideration that the circumstance might require. I have not the least remembrance of what passed on the subject at the time of passing the final accounts; but refer to the minutes.

Did the Navy Board ascertain, or take any steps to ascertain the amount of the loss which Government had sustained by Mr. Smith not carrying to account the premium on his bills?—I do not know that they did; they had no clew for it.

Did Mr. Smith acknowledge the receipt of the Board's warrant of the 4th of September 1795?—No.

Did Mr. Henry Broughton, during the time he acted as Naval Officer at Jamaica, carry the premium on his bills to the account of Government?—I do not know; but it may be seen by referring to the office.

Did the Navy Board give Mr. Broughton any directions to carry the premium on his bills to account, or satisfy themselves that he was in possession of the Board's warrant of the 4th of September 1795, to Mr. Smith?—I do not recollect; but refer to the correspondence.

Did the Navy Board ascertain, or take any steps to ascertain the amount of the loss which Government had sustained by Mr. Broughton not carrying to account the premium on his bills?—I do not know, but steps may have been taken by the Navy Board during my late illness.

On the appointment of Mr. James Dick to be Naval Officer at Jamaica, did the Navy Board give him any directions to carry the premium on his bills to account?—I do not know.

Did the Navy Board satisfy themselves, that, on his arrival at Jamaica, he received all the public papers appertaining to his office, and amongst them the warrant given to Mr. Smith on the 4th of September 1795, to procure money for his bills at the best and cheapest rate of exchange?—Not that I know; I do not recollect the subject being brought before the Board until the correspondence with Lord Hugh Seymour in 1800.

Did you see Mr. Dick after he had taken up his appointment, and previous to his embarking for Jamaica?—I may have seen him previous to his departure, but I do not remember having had any conversation with him on the public service.

Have you any reason to believe he understood the Navy Board had particularly enforced their Instructions in regard to the premium on the bills, drawn by the Naval Officer at Jamaica, being carried to the account of Government?—I have no knowledge that he had.

Did not Mr. Dick transmit monthly to the Navy Board a cash account, in which was stated the several bills drawn by him within the month?—It was his duty to do so; and I do not recollect its ever having been stated to me that he had neglected it.

Whose duty is it to examine such monthly accounts?—The chief clerk in the Office for Foreign Accounts in the first instance; but from the numerous action of two of the members, and the Secretary of the Committee of Stores *; whose evidence, with a letter from the Navy Board to Vice-Admiral Lord Hugh Seymour, we have only thought it necessary to

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counts in the Navy Office, they cannot be examined upon their receipt, but must wait their turn.

If they had been examined, would it not have been discovered at the time, that he had neglected to give Government credit for the premium on his bills, agreeably to the Board's warrant of the 4th of September 1795?—I conceive it would, if the chief clerk was apprized of that warrant.

Was it ever represented to the Navy Board, by the person whose duty it was to examine those accounts, that Mr. Dick had neglected to do so?—Not that I recollect, until the matter was taken up.

Did the Navy Board, previous to the month of December last, ascertain, or take any steps to ascertain, the amount of the loss which Government had sustained by Mr. Dick not carrying to account the premium on his bills?—Not that I know of; it was not until about that time that Mr. Dick's accounts came under examination; the Board then immediately called upon him to render an account (*c*).

Does not the first article of the general printed Instructions to the officers of the foreign yards say, that every neglect or omission on their part will be represented to the Lords Commissioners of the Admiralty, that their Lordships may give such directions thereupon as they may judge most proper?—Yes.

When and by what circumstance was it first discovered that Mr. Dick had not carried to account of Government the premium on his bills?—I do not recollect.

When the Navy Board first discovered that he had neglected to carry the premium on his bills to account, did they represent his conduct to the Lords of the Admiralty, as in the instance of Mr. Smith?—I do not know that they did, but they wrote to the Commander in Chief (Lord Hugh Seymour), as the more immediate means of putting a stop to the practice: see the correspondence.

Did not Sir Hyde Parker's representation of base money having been found on board his Majesty's ship Adventure at St. Domingo, addressed to Mr. Dick, Naval Officer at Jamaica, place his character in that point of view as to call for the particular attention of the Navy Board to his conduct?—It did for a time, until the matter was perfectly cleared up to the satisfaction of the Navy Board.

As Mr. Dick was concerned in a transaction relative to base and counterfeit money, how was it cleared to the satisfaction of the Navy Board?—I do not recollect more of the particulars than what I have stated as to the result.

Had you any communication or correspondence with Mr. Dick on the subject of his not having carried to account of Government the premium on his bills?—Certainly no correspondence; but I have no hesitation in saying, that I have talked to him upon the subject since it has been under discussion. He told me, that he considered the premium as his perquisite until he received the warrant of the 18th of September 1800, as it had been of all his predecessors; and since that period he had given credit for the premium on his bills.

(*c*) See page 42 infra.

enter in the Appendix, conceiving them fully sufficient to establish the fact of Mr. Dick's misconduct in these particulars; in which he persevered, notwithstanding the severe reprimands which he received, until it was convenient to himself to relinquish his appointment.

Did the Navy Board call upon Mr. Dick for an account of the premium received or discount paid on his bills, as Naval Officer at Jamaica, which he had neglected to carry to account, as they did on Mr. Smith, by directions from the Lords Commissioners of the Admiralty?—I do not know that they did call upon him for the account.

Why did they not do so?—I do not know any particular reason.

Why did the Navy Board, in their warrant of the 18th of September 1800, say, "We shall forbear to come to any resolution on the appropriation of the premium you have received on bills drawn by you on this Board, since your appointment to the situation of Naval Officer at Jamaica, until we hear from you on the subject," when the Navy Board had been directed by the Admiralty, in the instance of Mr. Smith, to call upon him for an account current of the sums he had received by premium on his bills, and of the amount of the sum paid by him when the exchange was against the drawer?—I do not recollect; unless the Board wished to be informed whether there was any interference of the Admiral on the subject, as has sometimes been the case.

When the Navy Board did hear from Mr. Dick, why did they not then call upon him for such account?—I know no reason why it was not followed up, except that the subject seems to have been lost sight of for the time.

Have any bills been drawn by Mr. Dick since his receipt of the warrant of the 18th of September 1800, at par, without premium?—I do not know.

Did Mr. Dick regularly transmit his quarterly demands for stores, according to the probable consumption of the squadron employed on the Jamaica station?—I must refer to the correspondence of the Committee of Stores with him.

Did any person apply to the Navy Board for permission to print paper agreeably to the forms of the Navy Office, in order to the sending such paper to Jamaica or elsewhere, on private account?—Not that I recollect

A. S. HAMOND.

H. Leycester.
Ewan Law.
John Ford.
Henry Nicholls.

Corrections and additions made the 2d of March 1803, *by desire of the Examinant, to his answers given the* 1*st instant.*

Note (*a*) for "Patent," read "Order in Council"
(*b*) for "certainly," read "I conceive"
(*c*) and upon his stating that he could make out no account, they gave directions to their Solicitor to proceed legally against him.

Question put to Sir Andrew Snape Hamond, Bart. on the 2d of March 1803.

Under what authority, or by what instructions, are Naval Officers allowed to charge one and a quarter *per cent.* on their receipts and disbursements of pub-

By the omission of the Naval Storekeeper to transmit his demands regularly, the Navy Board were left unacquainted with the stores necessary to be forwarded to that station; and although some supplies

lic money?—By a warrant from the Navy Board, dated in the year 1731, to make good the losses complained of in the receipts and payments of public money.

A. S. HAMOND.

H. Leycester.
Ewan Law.
John Ford.
Henry Nicholls.

* *The Examination of Sir William Rule, Joint Surveyor of the Navy, and a Member of the Committee of Stores; taken upon Oath, the 25th of April* 1803.

Had not the Committee of Stores frequent occasion to reprehend Mr. James Dick whilst Naval Storekeeper at Jamaica, for not complying with his Instructions in sending home the necessary demands for stores, and in some instances for purchasing stores when he had articles in store similar to those purchased?—Yes, certainly; it will appear by our correspondence, and Mr. Dick's replies.

Did not the representation of Sir Hyde Parker, of base money having been found on board the Adventure at St. Domingo, addressed to Mr. James Dick, Naval Storekeeper at Jamaica, make such an impression on your mind, and place his character in that point of view, as to call for particular attention to his conduct?—It certainly made a very unfavourable impression on my mind at the time.

Was that impression ever fully removed from your mind?—It was in a great degree.

Did Mr. Dick, whilst at Jamaica, appear to the Committee of Stores a proper person to be continued in the situation of Naval Storekeeper?—That was by no means for the Committee of Stores to determine; we thought him remiss in transmitting his returns, and frequently represented his neglect to the Board.

What steps were taken by the Board in consequence of such representations?—Very strong letters were written to him, directing him to be more particular in making his demands, and to examine the state of his store previous to his doing so.

Is it the duty of any branch of the Navy Office to examine the accounts of purchases made by the Naval Storekeepers abroad, and to give the Navy Board or the Committee of Stores, an account of such stores as may be purchased at exorbitant prices, in order to the Board's being particularly attentive in sending out such stores?—I do not know that it is the duty of any particular branch.

Is it the duty of any clerk in the Office of the Committee of Stores to examine the prices paid for stores purchased abroad?—No, I do not conceive that it is; but Mr. Derrick, the Secretary to the Committee, has done it in several instances.

Do you not think that the late practice of building ships for his Majesty's service, of so many different classes and dimensions, has been attended with considerable inconvenience and expence to the public service, from its creating a necessity of providing, at the different stations, masts, yards, and sails, of so many different dimensions, and frequently of converting them with great dis-were sent out, anticipating the probable wants, yet they were not sufficient to prevent the necessity his neglect had created, for making large purchases at an enormous expence, as the fleet was obliged to be furnished with such stores as they stood in need of, at any rate.

advantage?—We have endeavoured, with English ships, to mast and store them as nearly alike as possible; but when they are not so, the providing them with stores is certainly attended with disadvantage.

WILLIAM RULE.

Chs. M. Pole.
Ewan Law.
John Ford.
Henry Nicholls.

The Examination of Harry Harmood, Esq. one of the principal Officers and Commissioners of his Majesty's Navy, and a Member of the Committee of Stores; taken upon Oath, the 25th of April 1803.

Had not the Committee of Stores frequent occasion to reprehend Mr. James Dick, whilst Naval Storekeeper at Jamaica, for not complying with his Instructions in sending home the necessary demand for stores; and in some instances, for purchasing stores when he had similar articles in store to those purchased? —As to the first part, certainly he was written to frequently and very sharply, for not sending his accounts as regularly as he ought to have done according to his Instructions; and I think that, in some instances, we had occasion to find fault with him for purchasing stores, when, by the returns, we conceived there was an ample supply in store; and the Commander in Chief was written to, requesting his utmost attention to check so great an evil.

Did not the representation of Sir Hyde Parker, of base money having been found on board the Adventure at St. Domingo, addressed to Mr. James Dick, Naval Officer at Jamaica, make such an impression on your mind, and place his character in that point of view, as to call for particular attention to his conduct?—It certainly did appear very strange to me: I thought it a very unaccountable transaction for a Naval Storekeeper to have base money in his possession.

Was that impression ever fully removed from your mind?—I cannot say that it ever was.

Did Mr. James Dick, whilst at Jamaica, appear to the Committee of Stores a proper person to be continued in the situation of Naval Storekeeper?—The Committee of Stores made frequent complaints to the Board at large, of Mr. Dick's withholding the necessary information respecting the supply of stores, conceiving that such conduct might tend to some malpractices in the article of purchases.

What steps were taken by the Board in consequence of such representations? —The Board directed public letters to be written, reprehending Mr. Dick very strongly for his conduct.

HARRY HARMOOD.

Chas. M. Pole.
Ewan Law.
John Ford.
Henry Nicholls.

Another evil attended this mode of procuring supplies; Vice-Admiral Sir Hyde Parker states, in his letter of the 9th of February 1799, that the stores were not only bought at exorbitant prices, but

The Examination of Charles Derrick, Esq. Secretary to the Committee of Stores; taken upon Oath, the 12th of April 1803.

This examinant saith, that the Naval Storekeepers abroad are under orders to make demands for stores quarterly; which demand should be accompanied by an account of the remains of stores at the quarterly period preceding the time of the completion of the return; and that besides such demands, they are directed to transmit to the Navy Board, by every opportunity, lists of the stores most wanted.

That many instances have occurred of delay and neglect in the transmission of the quarterly demands for stores from the foreign stations, but particularly with Mr. James Dick, Naval Storekeeper at Jamaica; to some of which this examinant can speak with precision; viz.

> The returns for Michaelmas quarter 1798, were not completed until the 10th of December following.
>
> The returns for Christmas quarter 1798, were not completed until the 21st of March 1799.
>
> The returns for Lady-day quarter 1799, were not completed until the 24th of June 1799.
>
> The returns for Midsummer 1799, were not completed until the 31st of August 1799.
>
> And the returns for Michaelmas quarter 1799, about the 16th of December following.

That, in consequence of such repeated instances of neglect on the part of Mr. Dick, the Navy Board wrote to Sir Hyde Parker, the Commander in Chief, on the subject, having, about the year 1795, given directions to the Naval Storekeeper, in case he did not make up quarterly returns within the prescribed time, to acquaint the Commander in Chief with his reasons for the delay; but he does not recollect ever to have seen a reply from Sir Hyde Parker.

That according to the standing orders to Naval Storekeepers abroad, they should, in their quarterly demands, make provision in addition to the specific demand, for the probable issues of stores in the six months next ensuing; which Mr. Dick omitted doing for two quarters; and upon an explanation being demanded of him by the Navy Board of the cause of such neglect, he urged his having considered the regulation rescinded by some subsequent order, but which was not the case.

That, owing to the neglect of Mr. Dick in making timely demands for stores upon the Navy Board, there is every reason to believe that a necessity for making various purchases on the island, at exorbitant prices, had been occasioned, especially in the article of cordage, which in one instance that came under the review of this examinant, was effected at 216*l.* sterling per ton, when the price in England was perhaps from 60*l.* to 80*l.*

That no comparison is made of the prices charged in the vouchers for stores purchased by the several Naval Storekeepers abroad, with the current prices at the places for the like articles at the same period.

were of very inferior quality; indeed, the inferiority of cordage and other naval stores procurable in this way, when compared to those supplied by Government, is a fact too notorious to require any evidence.

That in one instance he recollects stores having been purchased by Mr. Dick, the Naval Storekeeper at Jamaica, when there were absolutely articles of the like description in store at the time, and in such quantities as were judged by the Navy Board fully adequate to the immediate wants of the fleet. That the Navy Board thereupon wrote to Mr. Dick for his reasons for making purchases under such circumstances; and that Mr. Dick, in his reply, stated, that some articles, especially small cordage, had been placed in the tiers of cables and overlooked.

How long have you been in the Navy Office, and how long have you been in your present situation?—Thirty years in the Navy Office, and between six and seven years as Secretary to the Committee of Stores.

Is it not one of the duties of your situation to superintend the conduct of Naval Storekeepers abroad, with respect to Stores generally?—Not generally; but so far as respects their demands, and the statement of the remains of stores which accompanies the demand; also the quarterly account of stores purchased, so far as to ascertain if there appear to be a necessity for the purchases. Their returns of issues of Boatswains' and Carpenters' stores to his Majesty's ships and vessels are also transmitted to my branch, for the respective Officers to be made accountable for the same.

Is it the duty of any particular branch of the Navy Office to examine the purchases made by Naval Storekeepers, and to represent to the Board the articles purchased at very high prices, in order that particular attention may be paid to the sending out those articles?—No; but the Naval Storekeepers are under strict orders to transmit, at every opportunity, lists of stores wanted; which lists are made known by the Navy Board to the officers of Deptford and Woolwich yards, with directions to them to have regard thereto in shipping stores for the respective stations.

Had you more frequent occasion to represent to the Committee of Stores the inattention and neglect of Mr. James Dick, whilst Naval Storekeeper at Jamaica, than of any other Naval Storekeeper?—I am sorry to say that the Navy Board have had reason to be satisfied with the conduct of very few of the Naval Storekeepers abroad, and several have been dismissed, viz. Mr. Hodson and Mr. Maxwell, from Gibraltar; Mr. Martyr, from Martinique; Mr. Smith, from Jamaica.

How long did Mr. Martyr neglect to transmit his accounts previous to his dismissal?—I think three or four years.

Do you know of any representation having been made by the Navy Board to the Admiralty of such neglect?—I do not know whether there was or not.

Are Mr. Martyr's accounts passed, or have they been lodged in the Navy Office previous thereto?—They have not been passed, and I do not know whether they have been delivered.

Upon the naval stores at Jamaica being transferred to Mr. Dick's successor, was there found to be any considerab deficiency of stores?—The comparison

In order to shew how much the public has lost by these purchases, we have selected those made by Mr. Dick in the months of January and February 1800, not because the prices were more disadvantageous to Government in those months, but because in that year the greatest purchases were made, and it is the year in which the necessity for making them appears more particularly attributable to his neglect; and in another column, we have placed the prices paid by Government for the like articles in England, as stated to us by the Navy Board; to which, if there be added fifteen *per cent.* for freight, and other charges, being the amount allowed for that purpose in the Instructions to foreign officers, the difference will shew the loss which Government may be supposed to have suffered in these months, amounting to 27,896*l.* 3*s.* 3*d.*

cannot be made until answers have been received to some questions which have been sent out to the officers at Jamaica.

Did you represent to the Committee of Stores, or to the Navy Board, the particular instance you have stated of the purchase of cordage at 216*l.* per ton at Jamaica, when the price in England was from 60*l.* to 80*l.*?—Yes, certainly, to the Committee of Stores.

What steps were taken by the Navy Board in consequence of your representation?—I am unacquainted with them; my chief motive in representing it to the Committee, was to shew that no opportunity should be lost of sending out stores (cordage in particular,) to Jamaica, to prevent the great disadvantages attending the purchase there.

Was you, or were the clerks in the Office for Foreign Accounts, directed to be particularly attentive to the prices of stores purchased by Mr. Dick?—I had nothing to do with the prices; and I apprehend that no directions were given to the clerks in the Foreign Office, otherwise they would probably have had conversation with me on the subject.

Did you not, in consequence of Mr. Dick's neglecting to fill up the column of the stores that might be necessary to replenish those that would be issued in the course of six months, endeavour to form a computation of the probable want of stores?—This omission was not discovered until the arrival of the second quarterly return, in which he had neglected it, at which time I think cordage and other stores, in addition to the quantities demanded, were ordered to be provided at Deptford, for Jamaica.

CHARLES DERRICK.

Chas. M. Pole.
Ewan Law.
John Ford.
Henry Nicholls,

Time of purch	Description of stores.		Quantity purchased.	Rate in sterling.	Amount in sterling.			Cost in England.		
		Inches.			£.	s.	d.	£.	s.	d.
an. 180	Masts, Amer.	12½	2 No.	£2:2:10¼ per inch.	1,238	9	8	198	18	8
		12	5 —							
		11½	6 —							
		11	4 —							
		10½	2 —							
		10	5 —							
		9½	9 —							
		9	2 —							
		8½	1 —							
		8	6 —							
		7½	4 —							
		7	17 —							
	Masts, Amer.	8½	1 —	17|10¼ per inch.	117	7	9	34	16	3
		8	1 —							
		7½	2 —							
		7	3 —							
	Yards	6½	4 —							
		6	3 —							
		5½	2 —							
		5	3 —							
		4½	2 —							
	Cop. sheets, improv. sort	24oz.	7,018 lbs.	6|3 per lb.	2,912	10	0	553	7	6
		28	2,302							
	Counter-sunk nails	1⅝ in.	2,240	6|3	700	0	0	154	0	0
			Fathoms.							
	Cablets	9½	200							
		9	260							
		8	390							
		7½	80							
		7	460							
		6½	200							
		6	520							
		5½	660							
		5	600							
		4½	980							
		4	926							
		3	65							
	Hawsers . . .	6	60							
		5½	220							
		5	440							
		4½	1,450							
		4	2,030							
				Carried over	4,968	7	5	941	2	5

Time of purch.	Description of stores.		Quantity purchased.	Rate in sterling.	Amount in sterling.			Cost in England.		
					£.	s.	d.	£.	s.	d.
		Inches.	Brought	over	4,968	7	5	941	2	5
Jan. 1800.	Rope . . .	3½	4,800							
		3	10,430							
		2½	13,232							
		2	19,599							
		1½	16,169							
		1	18,905							
		0¾	5,120							
			cwts. qrs. lbs 1663 1 21	£8. per cwt.	13,307	10	0	4,421	19	5
	Blocks, single	12	17 No.							
		11	21 —							
		9	81 —							
		8	86 —							
		7	80 —							
		6	50 —							
		5	50 —	8½*d*. per inch	103	4	1	43	16	1
	Blocks, double	7	31 —							
		8	30 —							
		9	30 —	1:5 per inch	51	9	11	21	9	5
	Iron nails . .	10*d*	600 lbs.	10*d*. per lb.	49	10	0	20	8	0
		6*d*	588							
	Black varnish .		300 gs.	9:6¼ per gn.	142	16	3	33	1	11
	Lines, white . .		140	9:6¼ each	66	12	11	4	17	8
	log . .		200	4½*d*.	41	13	4	6	2	2
	Paint brushes, large		200	28:6¼ dozen	23	16	0	6	5	0
	small		100	23:2½	9	13	4	1	17	6
	Hammocks . .		90	17:10¼ each	80	6	10	16	2	6
	Tar brushes . .		80	39:3¼ dozen	13	1	9	1	18	7
	Tinsheets, single		40 dozen	9:6¼	19	0	10	6	0	0
	Paint, yellow .		2,240 lbs.	9¼*d*. per lb.	137	19	7	78	6	8
	white . .		1,340							
	Compasses, brass box		12 No.	57:1½ each	34	5	6	16	4	0
	Locks, spring double		36 —	7:1½ each	12	16	6	12	2	3
	hanging		100 —	28:6¾ dozen	11	18	0	12	4	9
	Fearnought . .		507 yards	2:4½ yard	60	4	1	43	6	1
	Lanthorns, hand		60 No.	10:1¼ each	30	6	3	6	5	0
				Carried over	19,164	12	7	5,693	9	5

Time of purch.	Description of stores.		Quantity purchased.	Rate in Sterling.	Amount in sterling.			Cost in England		
					£.	s.	d.	£.	s.	d
			Brought	over	19,164	12	7	5,693	9	5
Feb.		Inches	Fathoms.							
1800.	Cables . . .	12	360							
		11	240							
		10	120							
	Cablets	9	840							
		8	940							
		7	1,080							
		6½	320							
		6	840							
		5½	1,230							
		5	2,040							
		4½	1,970							
		4	1,320							
		3½	130							
		3	60							
	Hawsers . . .	7	450							
		6	480							
		5	680							
		4½	1,040							
		4	5,390							
	Rope and Bolt-rope	3¾	80							
		3½	3,570							
		3¼	80							
		3	9,640							
		2¾	90							
		2½	12,120							
		2¼	700							
		2	20,580							
		1½	23,680							
		1¼	480							
		1	20,660							
		0¾	23,840							
	Spunyarn . .		2,460							
			273,992 lbs	£7:11:11¾ per cwt.	18,589	8	6	6,462	5	11
	Cop. sheets	24 doz.	10,101 lbs.	5:4¼ lb.	4,748	19	11	1,091	9	6
		21	8,610	4:9						
	Nails . .	1¾ inch	1,459	5:4¼ lb.	997	17	5	322	2	4
		1¼	2,557	4:9						
								13,569	7	2
			Allow 15	*per cent.* for	freight, &c.			2,035	8	0
					43,500	18	5	15,604	15	2

Supposing an equal difference to have prevailed between the prices at home and abroad, during the period of Mr. Dick's holding his office, the whole amount of the loss to Government would have been 134,557*l.* 18*s.* 2*d.* sterling, on his purchases.

Cordage, the most considerable article in the Storekeeper's purchases, appears, by the documents laid before us, to have been bought by Mr. Dick in the months of October and November 1799, at the rate of 2 6*l.* sterling per ton, which would have cost in England at that time 53*l.* 3*s.* 4*d.*; but we have rather chose to rest our conclusions on this subject upon his account of purchases of a variety of articles, made in the course of two months, as extracted from his cash accounts.

But it is not to be supposed, that, with every care in the transmission of his accounts and demands, and equal attention in forwarding the supplies, all necessity for purchasing stores could have been prevented; allowing, therefore, a quarter, or even a third part, to be deducted from his account, there would still remain a sum of very great magnitude, enough to shew the nature and extent of the loss to which Government has been in this instance subjected, and is always liable to suffer, by such practices.

We have investigated this instance of abuse, as far as it laid in our power, more minutely, perhaps, than was requisite, for the purpose of displaying it in such a form as to prove the truth of its existence; but we consider it as an example of a great class of abuses, to which a too severe and unremitting attention cannot be applied.

[*To be continued.*

DESCRIPTION OF PLATE CXXX.

THE city of Naples, the capital of the kingdom of that name, is reckoned to be seven miles in circumference within the walls, and as much more if the suburbs are included, and contains a population of about three hundred thousand inhabitants. It stands on an eminence, rising gradually from the sea to a moderate height, on a fine bay of thirty miles diameter, and the islands which lie before it form a secure and commodious harbour. On the last is a large plain, on the farther side of which is Mount Vesuvius, and on the west an eminence on which stands the castle of St. Elmo, and a Carthusian monastery, from whence there is one of the finest prospects in the world. At Naples the weather is seldom rigorous in winter; and in summer the cool breezes from the mountains and the sea make the hottest part of it tolerable; nor is the sea subject to storms; and the shore is so bold, that large ships may lie close to the quays. The buildings are magnificent and elegant, and inhabited by people of distinction; nor can there be in all respects a more desirable situation, did not the eruptions of Vesuvius and earthquakes sometimes disturb their quiet. The following description, from the pen of P. Brydone, Esq. a traveller of great and well-merited reputation, is spirited, and, we believe, correct:—

The bay of Naples is of a circular figure, in most places upwards of twenty miles in diameter; so that including all its breaks and inequalities, the circumference is considerably more than sixty miles. The whole of this space is so wonderfully diversified by all the riches both of art and nature, that there is scarce an object wanting to render the scene complete; and it is hard to say, whether the view is more pleasing from the singularity of many of these objects, or from the incredible variety of the whole. You see an amazing mixture of the ancient and modern; some rising to fame, and some sinking to ruin. Palaces reared over the tops of other palaces, and ancient magnificence trampled under foot—by modern folly. Mountains and islands, that were celebrated for their fertility, changed into barren wastes; and barren wastes into fertile fields and rich vineyards. Mountains sunk into plains, and plains swelled into mountains. Lakes drank up by volcanoes, and extinguished volcanoes turned into lakes. The earth still smoaking in many places; and in others throwing out flame. In short, Nature seems to have formed this coast in her most capricious mood; for every object is a *lusus naturæ*. She never seems to have gone seriously to work; but to have devoted this spot to the most unlimited indulgence of caprice and frolick.

The bay is shut out from the Mediterranean by the island of Capré, so famous for the abode of Augustus; and afterwards so infamous for that of Tiberius. A little to the west lie those of Ischia, Procida, and Nisicla; the celebrated promontory of Micænum, where Æneas landed; and the classic fields of Baia, Cuma, and Puzzoli; with all the variety of scenery that formed both the Tartarus and Elysium of the ancients; the Campi Phlegrei, or burning plains, where Jupiter overcame the giants; the Monte Novo, formed of late years by fire;

the picturesque city of Puzzoli, with the Solfaterra smoaking above it; the beautiful promontory of Pausillippe, exhibiting the finest scenery that can be imagined; the great and opulent city of Naples, with its three castles, its harbour full of ships from every nation, its palaces, churches, and convents innumerable. The rich country from thence to Portici, covered with noble houses and gardens, and appearing only a continuation of the city. The palace of the king, with many others surrounding it, all built over the roofs of those of Herculaneum, buried near a hundred feet by the eruptions of Vesuvius. The black fields of lava that have run from the mountain, intermixed with gardens, vineyards, and orchards. Vesuvius itself, in the back-ground of the scene, discharging volumes of fire and smoke, and forming a broad track in the air over our heads, without being broken or dissipated, to the utmost verge of the horizon. A variety of beautiful towns and villages surround the base of the mountain, thoughtless of the impending danger that threatens them. Some of these are reared over the very roofs of Pompeia and Arabia, where Pliny perished; and with their foundations have pierced through the sacred abodes of the ancient Romans, thousands of whom lie buried here, the victims of this inexorable mountain. Next follows the extensive and romantic coast of Castello Mare, Sorrentum, and Mola; diversified with every picturesque object in nature. It was the study of this wild and beautiful country that formed our greatest landscape painters. This was the school of Poussin and Salvator Rosa, but more particularly of the last, who composed many of his most celebrated pieces from the bold craggy rocks that surround this coast; and no doubt it was from the daily contemplation of these romantic objects, that they stored their minds with that variety of ideas they have communicated to the world with such elegance in their works.

NAVAL LITERATURE.

Essay on Longevity. By Sir JOHN SINCLAIR, *Bart.*

IN pages 388 to 395 of our Ninth Volume we inserted such extracts from the above pamphlet as were more immediately connected with the nature of our work. It is with pleasure we resume the subject, as by so doing we hope to be the means of making more generally known the good intentions of the Author.

THE means of preserving health, and of attaining great age, are subjects which seem to be well entitled to the peculiar attention of every thinking man. In regard to the former, there is no question: the pleasure that arises from the possession of health, and the distress which sickness occasions, are perpetual mementos that health cannot be neglected. But as to the latter, the propriety of aspiring to long life has been doubted; and it is said, that after a person has lived for fifty or sixty years, and has fulfilled his duties as a man, that he had better retire to make way for others, and that the sooner he quits these sublunary scenes the better. Such sentiments, however, ought not to be indulged. If persons lived only for themselves, and for the gratification of their own passions, and to promote their own interests alone, this might be the case. But if we live, as we ought to do, to promote the happiness of others as well as of our own and if by living long we can be of more service, from the knowledge which greater experience and longer observation must necessarily furnish, the result is, that we ought to live as long as we have health and strength to perform good actions to others, and that the power of doing good ought to be the proper limit by which our wishes for existence ought to be bounded; nor ought it to be omitted, that there is an evident and necessary connection between good health and longevity, as it is impossible to possess the one, without its contributing to the enjoyment of the other.

In sketching out some observations on this important subject, we shall state—1. The circumstances which tend to promote longevity. 2. The rules which have been adopted by those who have attained great age. 3. The peculiar description of countries most remarkable for long life; and, 4. To add some tables of longevity and the duration of human life [*].

I. *Circumstances tending to promote Longevity.*

The circumstances tending to promote longevity may be considered under the following general heads:—1. Climate. 2. Form of the individual. 3. Parentage. 4. Natural disposition. 5. Situation in life. 6. Professions. 7. Exercise or labour. 8. Connubial connections. 9. Sex; and 10. Renewal of age.

1. *Climate.*—In the first place, climate seems to be of considerable importance; and it may be laid down as a general rule, that the moderate, or even the coldest climates, are the most favourable to long life. Heat seems to relax and enfeeble, cold to strengthen and brace,

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[*] For these tables see Vol. IX. page 389, *et seq.* of the Naval Chronicle.

the human frame. The diet also of hot countries is not so nourishing as that of cold [*]; and there is in general a greater disposition, and greater opportunities to indulge in various excesses in the former, than in the latter. But if the climate be cool, a rainy atmosphere seems to be less unfavourable to longevity than could well be imagined; for Ireland, which is a wet country, boasts of a great number of old people. And a very large proportion of the aged who have lived in England and Scotland, have resided in the western, and, consequently, the rainiest counties in the island [†].

2. *Form.*—The next circumstance to be considered is, the form and size of the individual. It is generally admitted, that persons of a compact shape, and of a moderate stature, are the most likely to live long. Heighth often originates from the disproportioned growth of some particular part of the body, which necessarily has a tendency to engender weakness and disease. Tall persons also are apt to acquire a habit of stooping, which contracts the chest, and is a great enemy to free respiration; whereas the short-sized find little difficulty in keeping themselves erect, and are naturally much more active, by which the animal functions are retained in a state of much greater perfection. The only disadvantage attending a short stature is, that it is frequently accompanied with corpulence, which is rather unfavourable to long life.

3. *Parentage.*—Being born of healthy parents, and exempted from hereditary disease, are circumstances evidently favourable to longevity. A puny frame, like Cornaro's, may, by the greatest care and anxiety, be preserved in existence; but those who inherit health and strength, and are born with robust constitutions, can alone expect not only to live long, but to enjoy the pleasures and comforts of life whilst they continue to possess it.

4. *Natural disposition.*—Longevity also seems to depend much upon good temper, mixed at the same time with a cheerfulness of disposition, or good spirits [‡]. Neither the irascible, nor those who, from despondency, sink under the crosses of life, can expect to live long.

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[*] In cold countries they live more upon animal, in hot countries upon vegetable food, and fruits. A judicious mixture of both is the best plan to pursue; but of the two, animal food is the most nourishing.

[†] Moisture, it would appear, is not prejudicial to health, if it does not affect the purity of the air. Even stagnated water, if in peat bogs or morasses, is not unwholesome; as the water, by the astringency of the peat, is prevented from becoming putrid. Lincolnshire also, and several of the marshy counties of England, can produce a number of instances of great age, but probably they were from the more elevated parts of these districts.

[‡] Hence the great age to which many of the French nobility lived, particularly before the regency of Orleans.

Even those who suffer their strength and spirits to be exhausted by severe study, or other mental exertions, seldom reach great age. In the long list of 1712 persons who lived about a century, Fontenelle (who did not quite reach 100 years,) is the only author of any note; and his great age is ascribed to the tranquil ease of his temper, and that liveliness of spirits for which he was much distinguished; for he retained to the last *the youth of old age*, as the French happily express it.

5. *Situation in life.*—It is commonly observed, "that it is not the rich and great, not those who depend on medicines, who become old; but such as use much exercise, are exposed to the fresh air, and whose food is plain and moderate *." And it is certain that persons of that description stand the best chance of living long. At the same time, though instances of old age in great and noble personages are not often to be met with, yet they may be as many, *in proportion to the smaller number of such persons*, as those in the lower but more numerous classes of society. Nor is there any thing inconsistent in power, rank, or wealth, being accompanied with a long period of existence, provided other circumstances are favourable to longevity.

6. *Professions.*—In the next place, it is evident that long life must depend much on the manner in which the individual is employed. Unhealthy occupations generally become fatal. Yet Peter Prin, a glass-blower, is said to have attained the great age of 101; and John Tyler, a miner at Leadhills, in Scotland, is supposed to have reached even 132 years †. His age, indeed, could not be proved by direct, but it rests on very strong circumstantial evidence; and a person of the most undoubted authority (Dr. Walker, Professor of Natural History in the University of Edinburgh,) informs me, "that in his muscles, joints, and in his whole conformation and aspect, he wore the appearance of more remote antiquity than he had ever seen in any human creature." But on the whole, farmers, gardeners, and labourers in the country, are in general the longest lived. Foot soldiers also, who have survived the dangers of war, are remarkable for long life. They are generally stout and vigorous men; and the regularity to which surviving soldiers must have accustomed themselves, whilst the careless and disorderly drop off, the erect posture to which they have been trained, and being, of course, men well-formed by Nature, and habituated to march and walk well (which familiarizes them to a natural and healthy exercise), all combine in their favour.

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* See Easton on Human Longevity, Introduction, page 11.

† It is said that neither of these instances ought much to be wondered at, as a glass-blower is constantly exposed to fresh and dry air, and the labour of miners under ground is not for many hours, and they generally reside in hilly districts.

7. *Exercise or labour.*—It is also proper to remark, that not only moderate exercise, but even labour, if not too severe, contributes to good health and old age. In many instances persons have worked at threshing, and other laborious occupations, exposed to a current of fresh air, after they had passed beyond the age of 100; and, if accustomed to them, they do not appear to have suffered any inconvenience from such exertions.

8. *Connubial connections* —Nor ought it to be omitted, that a large proportion of the long-lived have preferred a married to a single state, and in general have left behind them a numerous family. Whether a life of celibacy occasions disease, or leads to irregularity, or sours the temper, or to whatever other cause it ought to be attributed, may be a subject of dispute; but it is certain, that the number of single persons who live long, bear no proportion to the married *.

9. *Sex.*—Farther; though a greater number of males are born than of females, at least in European countries, yet there is reason to believe, that of the two sexes, women reach old age in the greatest proportion. For this various causes may be assigned, as the greater regularity and temperance of their mode of living, their being less exposed to dangers and hardships, less subject to violent agitations, and generally endowed with more cheerfulness and gentleness of disposition.

10. *Renewal of youth.*—In the last place, among the symptoms of longevity, none is more striking than when Nature seems to renew itself, by producing, even in old age, new teeth, new hair, &c. but the instances of this are extremely rare.

II. *Rules tending to promote long Life.*

We shall now proceed to state such rules as have been followed by those who have attained great age, as they may furnish some hints that may be serviceable to others.

The plan laid down by the celebrated Cornaro is well known, and the abstemious manner in which he lived has often been recommended to the imitation of others; but I question much whether many would wish to lead the same life for the sake of mere existence. Life is no longer desirable than whilst it can be enjoyed with some degree of satisfaction; and it is of little consequence, if a person merely vegetates, whether he lives or not.

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* This applies to both sexes; in particular to the male. Dr. Rush, of Philadelphia, asserts, that he never saw but one unmarried man exceed fourscore years.

Without entering, therefore, into various particulars, fitter for the discussions of experimental philosophy than for real life (as weighing the food taken, &c &c.), we shall proceed to mention the rules which have been found the most effectual, and which are the most likely to be carried into practice. They may be classed under the following heads —1. Food. 2. Clothing. 3. Habitation. 4. Labour, or exercise. 5. Habits, or customs. 6. Medicine; and, 7. Disposition of mind.

1. *Diet.*—The importance of wholesome food, for the preservation of health and long life, and the avoiding of excess, whether in eating or drinking, need not be dwelt upon. Some instances, indeed, are mentioned of persons who have continued to commit excesses, and have lived long; but these are to be considered in no other light than as exceptions from a general rule; and it may reasonably be contended, that if such persons lived to a great age, notwithstanding their intemperance, they would have lived much longer had they followed a different course.

2. *Clothing.*—It is equally unnecessary to detail at any length, the necessity of warm clothing, more especially in advanced life, and during the cold seasons, as the best mode of preventing a number of diseases to which old men are particularly exposed, and which, by no other means, can be avoided.

3. *Habitation.*—The health of every individual must greatly depend on the place where he resides, and the nature of the house which he inhabits; and as it has frequently been remarked, that the greatest number of old people die in winter, and that many individuals, in a weak and consumptive state, are obliged to fly to warmer climates as the only means of safety, it has thence occurred to Dr. Pearson, that it would be of service both to the aged and to the consumptive, to have houses erected of such a peculiar construction that the air could always be preserved, not only pure, but nearly of the same, and of rather an elevated temperature, so that the invalids who resided in them should never be affected by the vicissitudes of the seasons. Such an idea, it must be admitted, cannot be a general remedy or resource, but it is well entitled to the attention of those who are in affluent circumstances; by some of whom, it is to be hoped, an hospital for the aged and the consumptive will be erected, and the experiment fairly tried, both for their own sakes, and for that of human nature in general.

4. *Exercise and labour.*—That either exercise or moderate labour is necessary even to aged persons, for the purpose of preserving the human frame in order, can hardly be questioned, provided any great exertion is avoided, than which nothing is more likely to destroy the

springs of life, particularly when these become feeble. Travelling in moderation also, from the change of air and scene, has been found of great use.

5. *Habits and customs.*—In the next place, good health, and consequently longevity, depends much on personal cleanliness, and a variety of habits and customs, or minute attentions, which it is impossible here to discuss. It were much to be wished, that some author would undertake the trouble of collecting the result of general experience upon that subject, and would point out those habits, which, taken singly, appear very trifling, yet when combined, there is every reason to believe, that much additional health and comfort would arise from their observance.

6. *Medicine.*—It is a common saying, that every man, after the age of forty, should be his own physician. This seems, however, to be a dangerous maxim. The greatest physicians, when they are sick, seldom venture to prescribe for themselves, but generally rely on the advice of their medical friends. Persons who pretend to be their own physicians, are generally much addicted to quackery, than which nothing can be more injurious to the constitution. It is essential to health, that medicines should never be taken but when necessary, and never without the best advice, in regard to the commencement, which ought not to be too long delayed, otherwise much benefit cannot be expected from them, and also with respect to nature or sort, quantity, and continuance.

At present, the powers of physic, it is generally acknowledged, are extremely bounded. The medical art, however, is probably still in its infancy, and it is impossible yet to say, to what perfection it may reach, not only in consequence of the new improvements which chemistry daily furnishes, but also of those which may be made by the discovery of new and valuable plants, in countries either already known or hitherto unexplored, and indeed the new uses to which old medicinal plants may be applied. Perhaps such discoveries will be much accelerated, when, instead of being left to the zeal and industry of individuals, they shall meet with that public encouragement and protection to which they are so peculiarly well entitled.

7. *Disposition of mind.*—In the last place, nothing is more conducive to longevity than to preserve equanimity and good spirits, and not to sink under the disappointments of life, to which all, but particularly the old, are necessarily subjected. Indeed, this is a point which cannot be too much inculcated; for experience sufficiently demonstrates, that many perish from despondency, who, if they had preserved their spirit and vigour of mind, might have survived many years longer.

III. *Countries remarkable for Longevity.*

The countries the most remarkable for long life are those of a hilly nature. We are informed by Pallas, that the inhabitants of the mountainous districts of the province of Isesk, in the northern parts of Siberia, live to a great age; that people of 100 years are very common; and that he saw an invalid soldier aged 120. The inhabitants of the plains in their neighbourhood are, at the same time, by no means so healthy or so long lived. Buffon places the mountainous districts of Scotland at the head of a list containing those parts of Europe the most distinguished for longevity; and, indeed, there is no country in Europe, where, in proportion to its population, a greater number of individuals reach to sixty, and thence to eighty, and even ninety years of age, in full possession of all their faculties, both personal and mental, than is the case in that part of Great Britain *. There is also every reason to believe, that many of the departments of France and the mountainous districts of Germany, Hungary, Sweden, Norway, and even those of Spain, Portugal, Italy, and America, will produce extraordinary instances of longevity, whenever any particular inquiry is made regarding that interesting circumstance.

IV. *Tables of Longevity.*

Having thus discussed the subject of longevity in general, it may not be improper to lay before the reader the following table, explaining the shortness of human life, and pointing out how few there are, in proportion to the number born, who reach even the period of sixty years †.

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* In a work containing a collection of instances of longevity, for no less a *period* than 733 years, namely, from A. D. 1066 to 1799 (by J. Easton), in which there is given the name, age, place of residence, &c. of 1712 persons, from all parts of the world, who had attained to a century and upwards, 170 are stated to have been natives of Scotland; and the two most remarkable in the whole list, are Kentigern, a native of Scotland, and Peter Torton, of Temeswar, in Hungary, both of whom attained the great age of 185 years. This Kentigern, also known under the name of St. Mungo, was the founder of the bishopric of Glasgow. The following verses were made on his extraordinary age and place of interment:—

> "Cum octogenos centum quoque quinque vir annos
> "Complerat, Sanctus est Glasgow funere functus."

Spottiswood's Hist. of the Church of Scotland, p. 11. 112.

† On the Art of prolonging Human Life; a work written by Professor Hufeland, of Jena, in Germany.

Of a hundred men who are born, there die, according to Hufeland,

Under	10	50
Between	10 and 20	20
	20 and 30	10
	30 and 40	6
	40 and 50	5
	50 and 60	3
		94

Hence it would appear that there are only six out of a hundred, who stand a chance of living beyond sixty years.

Of persons who have lived above a hundred years, the industrious Haller has collected 1113 instances, and gives the following statement of the duration of their lives *.

Of those who lived from 100 to 110 years, the instances have been above	1000
From 110 to 120 about	62
120 to 130	29
130 to 140	15
140 to 150	5
152 (Parr)	1
169 (Jenkins)	1
	1113

But in a recent publication, the following table is given as the result of a more extensive collection of instances of longevity.

Of males and females who lived from 100 to 110 years, both inclusive, the instances have been	1310
Above 110 to 120	277
120 to 130	84
130 to 140	26
140 to 150	7
150 to 160	3
160 to 170	2
170 to 185	3
	1712†

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* Haller's Elementa Physiologiæ Corporis Humani. Vol. VIII. lib. xxx. sect. 3. p. 103.

† See Easton on Longevity, printed anno 1799.

CONCLUSION.

Such is the substance of the observations which have occurred to me on this interesting subject. I shall conclude with remarking, that on the whole, it is more than probable, by proper attention and good management, persons in general might not only live longer, but might enjoy life with more relish, than is commonly the case at present; and it is to be hoped, in respect of this, as well as of many other particulars, that human nature is still in the threshold of acquirement, that it will yet obtain greater and more important acquisitions of knowledge, and may reach further improvement, both with regard to the extent of personal and mental gratifications, which our species may be found capable of enjoying, and also the means of possessing them with more satisfaction and comfort, and for a much longer period of time.

APPENDIX.

THE preceding observations are only intended as a basis, for the purpose of obtaining the additional facts and observations which are necessary to elucidate so important an inquiry. It is particularly requested, therefore, that the following questions may be answered with as much minuteness and accuracy as circumstances will admit of.

Questions for the consideration of those intelligent persons by whom, this paper may be perused.

1. What is the effect of the climate in which you reside, on the health and longevity of the human race?

2. What form is reckoned most conducive to health and longevity?

3. Is it found, that being descended from young and from healthy parents, is essential for good health and old age?

4. Is it found, that health and old age depend much on the disposition or temper of the individual?

5. Is there any perceptible difference in consequence of situation of life?

6. What professions are reckoned favourable to longevity or otherwise?

7. Is exercise or moderate labour found necessary for preserving health and long life?

8. Have the long-lived in general been in the marriage state?

9. Have the greatest proportion of the long-lived consisted of males or females?

10. Have there been any instances of persons renewing their age, getting new teeth, new hair, &c.?

11. What are the other circumstances tending to promote long life?

12. What is the effect of diet on health and longevity?

13. What are the effects of clothing?

14. What the effect of habitation, and the difference of living in a town or in the country?

15. What are the effects of habits and customs, in regard to early rising, bathing, regular meals, regular sleep, and, in particular, what are those minute circumstances on which it is supposed that health and longevity principally depend?—

16. What are the rules regarding medicine which are accounted the most useful and salutary?

17. What are the most remarkable instances of longevity, and how are they authenticated?

18. What are the rules adopted by those who have attained great age?

19. Have any tables of longevity been drawn up in your neighbourhood, and how do they agree with the one extracted from Hufeland?

20. Do any additional observations or particulars occur to you on the subject of health or longevity?

[*To be continued.*

* * *

The Case and Vindication of Mr. HEWLING LUSON, *late Clerk of the Cheque of his Majesty's Dock-yard at Sheerness. Written by himself. 8vo. pages* 89.

IT must be in the recollection of all our readers, that on the appointment of the Earl of St. Vincent to the office of First Lord of the Admiralty, it was determined by that Board to institute a strict inquiry into the various frauds, mismanagements, and abuses, which from time to time had been committed in the different departments connected with the naval service of this country. All impartial persons applauded this measure, as one which had long been wanting; and it was opposed and condemned only by a few interested men, whose unfair emoluments it went to abridge, or whose negligent execution of their duty it threatened to punish. The loss sustained by the public during the course of the late war, in consequence of the peculation or negligence of its servants in the naval departments, is said to have amounted to no less a sum than twenty millions, it, therefore, became an object of serious national concern; and worthy of the high and incorrupt character at the head of the Board of Admiralty, that rigorous proceedings should be instituted to put a stop to those notorious mal-practices and disorders. Accordingly, application was made to Parliament for the appointment of Commissioners to examine into the Navy abuses, and a bill to that purpose passed through both Houses, but not without some opposition. About the same time the Lords of the Admiralty visited the different dock-yards of the kingdom, and in their progress discharged a number of persons who had long filled confidential situations; among others, the gentleman whose "case and vindication" of himself is under our consideration.

After a very attentive and impartial perusal of his pamphlet, we cannot help thinking Mr. Luson's case somewhat hard, after his long and approved services; and the treatment he has experienced, more severe than any thing laid to his charge deserved. His greatest error seems to have been a too implicit confidence in the officers under him, and an easy reliance on their promises of amendment, instead of representing their conduct to the Navy Board, which would have removed them. Mr. Luson attributes his dismission from the office of Clerk of the Cheque of Sheerness dock-yard to "*prejudice highly worked up*;" and certainly from his statement of facts, which we have no reason to doubt the authenticity of, this appears to have been too much the case. On the whole, the pamphlet is a sensible, manly, and well-written vindication of one whom we cannot help considering, in some degree, as an injured man, and can scarcely fail of placing his character in a fair and honourable point of view.

CORRESPONDENCE.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

WHILST we are threatened with invasion by a powerful and implacable enemy, it is the duty of every good subject and lover of his country, not only to arm himself to assist to repel the danger, but to devise the best plans his ingenuity or experience can suggest to place the kingdom in the strongest possible state of defence. Every one applauds the volunteer associations; and the plan for the general arming and exercising of all ranks of people capable of military duty, meets with universal approbation. These are not times for luke-warm sentiments, and Britons must come forward with their persons and purses, if they mean to oppose an effectual resistance to the blood-thirsty and rapacious satellites of a military despot, who are about to be poured on their shores. We learn from the public prints, that the cities, towns, and villages of France have been invited to build vessels for the service of the Government, and that offers have been made from a ship of the line to a jolly-boat. Under the old Government of France, we know this practice prevailed to considerable extent: the Ville de Paris, captured by Lord Rodney, was a present from that city to Lewis XV. as was that magnificent ship the Commerce de Marseilles, under similar circumstances, to his unfortunate successor. Whether the ships voted to Bonaparte will ever be built, is, perhaps, problematical; but while the towns of France are amusing themselves with voting ships of the line, a timber of which may never be laid, it would not be amiss, if the patriotic inhabitants of our seaport towns would subscribe to build gun-boats for the defence of their respective harbours. The expence of an excellent gun-boat would not be much to an opulent seaport, and it might be manned with the fishermen and boatmen of the place, who, in most cases, would form a very competent crew. The services of these gun-boats might be under regulations somewhat similar to those of the volunteer associations; that is, they might be under obligation to extend their service from their own line of coast to wherever the attempts of the enemy might render their presence necessary.

By means of such a plan as this, we might soon have a fleet of from one hundred and fifty to two hundred gun-boats, manned by daring and resolute fellows, who, habituated to the element on which they were to serve, would strike terror into the puny half-bred seamen of France, and by the superior management of their vessels, be able to do considerable damage to, if not entirely defeat, a superior force. A gun-boat has this advantage over a battery on shore, that it can be removed from place to place as occasion may suit, or necessity require; and a few such vessels carrying heavy guns, would make prodigious havock among Bonaparte's flat-bottomed boats crowded with soldiers.

In many parts of England there are a number of aquatic labourers who might serve in such vessels with peculiar advantage; the keelmen in the Tyne and Wear, who amount probably to fifty thousand able-bodied men, would serve with more satisfaction to themselves and advantage to their country, on board such vessels, than they could possibly do if they were drilled into soldiers; in other parts, fishermen, lightermen, and boatmen, form a numerous and hardy body, whose services could not any where be so efficaciously employed as on their own element.

I have often wondered, Mr. Editor, that our ship-owners, merchants, &c. have not thought it expedient to have a row-galley stationed in every principal harbour along the coast, as such a measure, I am persuaded, would go a great way to repress the depredations of the enemy's privateers. We often hear of our trading vessels being taken within sight, and sometimes within gun-shot, of the coast; and signal-posts are erected on all conspicuous stations to warn our ships of an enemy's vessel being on the coast. Now if there were a row-galley near each of these signal-posts, to be manned in a similar manner with the life-boats, that is, with such volunteers as might present themselves on the spur of the occasion, many trading vessels captured by the enemy might be retaken, as has sometimes been done even by fishing-boats; and in some instances the privateers themselves, where they were of no great force, might be taken. In time of invasion, or the appearance of the enemy on the coast, these row-gallies might be of the greatest service.

These hints, Mr. EDITOR, are for men of more nautical experience than myself to digest; and amongst your numerous Correspondents, I hope some will be found, who are disposed to bestow attention on the subject, and from their local knowledge and professional habits, can place its advantages in a clearer light.

I am, &c.

Sandwich, July 20, 1803. H. L.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

I OBSERVED with great pleasure in reading the list of Marine Officers lately commissioned by the Board of Admiralty, that many of the gentlemen so appointed were relatives of some of the brave men of that corps who fell gloriously during the late war in fighting for their king and country. Such a distribution of the favours of Government must be applauded by all men; and where could we expect to find better Officers than the sons of those heroes who have so nobly shed their blood in their country's cause? Having always the example of their fathers before their eyes, they will court danger " in the very front of battle;" and considering themselves in some sort as the adopted children of their country, they will form her advanced guard in the hour of danger. I hope this measure, which has been received with so much approbation, will grow in time to be a standing rule in the service, and then we need not fear but that our Royal Marines will always preserve the high reputation they have hitherto obtained.

By inserting this slight tribute of praise to the noble Lord at the head of the Admiralty, and the other respectable members of that Board, you will oblige, Sir,

AN OFFICER OF THE ROYAL MARINES.

Dover, July 22, 1803.

Poetry.

LINES

SUPPOSED TO BE WRITTEN ON SAILING FOR THE WEST INDIES.

FAREWELL, dear England! native isle, farewell!
Again to view thy fading cliffs I turn;
And think of those who far beyond them dwell,
Who anxious will await my long return.
With kind affection, dearest friends, adieu!
'Tis Honour calls, and I her path pursue.
If western climes should inauspicious prove,
Or glory lead me to an early grave;
Should fell disease my soul from earth remove,
Or shipwreck doom me to the whelming wave.
When far away from all I hold most dear,
Should I expire upon a distant shore,
Ah! then farewell!——yet should I homeward steer,
Hoping to meet those much lov'd friends once more,
Will length of time no fatal change have wrought?
My sad soul sickens at the painful thought.

1796. H******

LINES.

A STATELY vessel launched to plough the deep,
And bid defiance to each dashing wave;
To face all dangers, and her station keep,
When loud blasts threaten all their force to brave;
When proudly gliding o'er the placid main,
She feels no ruin can her course assail;

Thinks not of dangers she may yet sustain,
In safety anchors, and furls up each sail.
'Tis thus that man, whilst he in harbour rides,
And joins with hundreds in the train of mirth,
Thinks that no tempest yet his life betides
Whilst he casts anchor in a pleasant birth;
'Till sudden from the caverns of the north,
Loud roars the wind,—the muddy waters rise,
The anchors parting from the cables, forth
Is driven the ship, and lifted to the skies;
The mountain-waves still rising with the storm,
Alarm the seamen with immediate wreck,
Displaying horrid death in awful form,
And threat'ning, as they burst, to o'erwhelm the deck.
But should returning day the storm subdue,
With heartfelt transport they behold once more,
Life, hope, and joy returning to their view,
The wish'd-for haven, and the much lov'd shore;
The whistling wind before their bark subsides,
Whilst the tir'd crew a gale propitious guides.
Why then, vain man, the danger yet untried,
Will you not think of clouds that may betide
Your future days,—'till taught by Heaven to know,
How blest is peace, by feeling transient woe?

1797. H.

SONG,

WRITTEN DURING THE LAST WAR.

" HARK, how the thund'ring billows foam,
" Convulsive seems the air,
" Bright Victory shall never roam
" From England's island fair."
Rule Britannia, Britannia rule the waves, &c.

Lords HOOD, and HOWE, and BRIDPORT, taught
The French to rue the day,
JERVIS superior numbers fought,
And Spain shook with dismay.
Rule Britannia, &c.

DUNCAN made Dutchmen feel how bold
  Our British seamen are;
Another hero yet behold,
  Whose deeds are fam'd afar.
          Rule Britannia, &c.

Resolv'd to crush the pride of France,
  Their navy to annoy;
See brave Lord NELSON next advance,
  And when engag'd, destroy.
          Rule Britannia, &c.

And whilst the thund'ring cannons roar,
  The dark night light by fire;
See wond'ring Arabs crowd the shore,
  And tho' they dread, admire.
          Rule Britannia, &c.

" Guardian of England, NELSON brave,
  " Protector of our isle,
" Whilst we thy conq'ring power have,
  " Britannia still shall smile."
          Rule Britannia, &c.

" Hark, how the troubled billows foam,
  " Convulsive seems the air,
" Bright Victory will never roam
  " From England's island fair."
          Rule Britannia, &c.

1798. H.

ODE TO PATRIOTISM.

DULCE ET DECORUM EST PRO PATRIA MORI. HOR.

BRITONS, whose firm revenging arm,
  Thro' Gallia's legions struck dismay,
When fraught with slaughter and alarm,
  Proud EDWARD march'd in dread array;
When Poictier's memorable plain,
The grave of thousands nobly slain,
Beheld her glitt'ring banners won
By Valour's pride, his darling son;

Arise, Ambition's host oppose,
And hurl, with giant strength, destruction on your foes.

If brilliant deeds, if deathless fame,
The soul heroic can inspire,
Reflect on HENRY's hallowed name,
And glow with his unrivall'd fire;
Again in hostile troops advance,
And crush the base designs of France;
Muse, Chieftains, muse with fond delight,
On Agincourt's tremendous fight;
Nobly a tyrant's power subdue,
And in illustrious YORK another HENRY view.

Our pomp, our commerce to confound,
Spain erst her floating terrors bore;
DRAKE bade the British thunder sound,
Abash'd they hurried from our shore.
Cherburgh, alike of haughty Gaul,
Thy cliffs beheld the mighty fall;
But why in ancient records trace
Their baffled schemes, their unredeem'd disgrace?
Thy annals, GEORGE, with victories teem;
On RODNEY's tomb what trophies gleam!
HOWE liv'd to prove their efforts vain,
And NELSON guides our fleets, dread sov'reign of the main.

But late, impell'd by lawless pride,
Fierce Lochlin's * sons to arms prepar'd;
And, leagu'd with hostile bands, defied
Our native prowess long declar'd.
Lock'd in their icy realms, with rage
Each bosom warfare burn'd to wage:
But when to the auspicious gale
Our fleet triumphant spread the sail,
Britannia made them rue the day
They rouz'd her lion part, and scorn'd her naval sway.

Britons! the sword of valour wield!
Advance! ye brave, in freedom's cause:
Your country calls ye to the field,
To guard her charter and her laws.

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* Denmark.

Shall ye, whom Europe's treasures crown
With wealth, with splendour, and renown,
Bid war's inspiring trumpet cease,
When mad ambition bursts the bonds of peace?
Let France with feuds embroil the land,
And crouch when Britain should command?
Sooner may Heaven desert the just,
And all Augusta's towers lie level with the dust.

Bound by the ties of social love,
IERNE in the conflict join:
Thine is the giant broil; we prove
Britain's prosperity is thine.
No more with hands in blood imbru'd,
Led discord stain wide Shannon's flood,
Sedition revelling in her chains,
With devastation fill your plains:
Bravely your recreant train defy,
With Britain conquer, or with Britain die.
Lo! where the Gallic streamers fly,
And mock, in triumph borne, the air,
Religion mourns with downcast eye,
Her rites prophan'd, her altars bare!

Their track the great and good deplore,
From Belgium's coast to Afric's shore;
Where'er they rove, see terror flings
Her shafts, unfolds her baleful wings;
Oppression raves with poisonous breath,
And ghastly famine stalks, and agonizing death.

Genius of Albion's isle draw near!
Ye Muses strike the living lyre!
Shades of illustrious chiefs appear,
And every breast with zeal inspire!
Tho' restless power the base enslave,
Unaw'd her minions view the brave,
No prowess Britons shall subdue,
" If Briton's to themselves prove just and true."
Soon shall the clouds that bear affright
Be set in shades of endless night.
Fame o'er Britannia's weal preside,
And GEORGE in triumph reign, a nation's hope and pride.

THE TAR.

A PARODY OF SHAKESPEARE'S SEVEN AGES.

AT first, the cabin boy,
Cleaning the guns, and clearing out the deck;
And then, the gallant sailor, with tarr'd jacket,
And sun burn'd face, climbing like nimble cat
The topmost mast; then in a privateer,
Raging like furnace to pour in a broadside
On the rich Spaniard; then heading a press gang,
With bludgeon arm'd, and watching like a pard,
He drags, with oaths and blows, the pallid victim
Aboard the tender; then, prepar'd for signal,
In well mann'd fleet, by modern instances
Of Nile and Baltic, he's led on to glory,
Even in the cannon's mouth; next rendezvous,
In port, on grand illumination night,
Dollars in pocket, doxies by his side,
He scorns to save a doit. The world, too scant
For his big spirit, in noisy revels, huzzas,
Songs, fiddles, reels, hornpipes, and flowing bowls,
He drowns his cares: next day to sea again.
Last scene that ends this strange advent'rous history,
Is Greenwich pension; mess, tobacco, grog,
And cheers to good *Old England's wooden walls.*

Gazette Letters.

ADMIRALTY-OFFICE, JUNE 18.

Copy of a Letter from the Right Hon. Lord Keith, K. B. Admiral of the Blue, &c. to Sir Evan Nepean, Bart. dated Sheerness, the 16th instant.

SIR,

I INCLOSE, for their Lordships' information, a letter which has been addressed to Rear-Admiral Montagu by Captain Owen, of his Majesty's ship Immortalité, acquainting him with the capture of two of the enemy's gun-vessels. I have the honour to be, &c.

KEITH.

SIR, *Immortalité, off Calais, June* 14, 1803.

I this morning, in company with the Jalouse and Cruizer sloops, chased two French gun-vessels on ſhore, on the East part of Cape Blanc Nez, and, with the flood-tide, ordered the two sloops to anchor, and endeavour to destroy, or bring them off, sending our boats to aſſiſt in so doing. I am happy to inform you, that, after about an hour's firing from them and the batteries, they were silenced, and taken possession of by the boats, under a heavy fire of musquetry from the Cliffs, by which Mr. Charles Adams, Mate of the Jalouse, has been badly wounded.

The vessels prove to be l'Inabordable, schooner, and la Commode, brig, carrying each three guns, twenty-four pounders, and one eight-pounder, and appear very fine vessels.

I have the honour to be, &c.

Rear-Admiral Montagu. E. OWEN.

Copy of a Letter from Rear-Admiral Sir James Saumarez, K. B. &c. to Sir Evan Nepean, Bart. dated on board the Grampus, at Guernsey, the 15th instant.

SIR,

Herewith I inclose a letter from Lieutenant Archbold, commanding his Majesty's schooner Eling, acquainting me of his having captured, on the 3d instant, off Cape Frehel, l'Espiegle, a small lugger privateer from St. Maloes, manned with twelve men, out eighteen days, without having made any capture.

I have the honour to be, &c.

JAMES SAUMAREZ.

SIR, *Eling, Guernsey Road, June 14, 1803.*

I beg leave to acquaint you, that, yesterday afternoon, Cape Frehel bearing S. S. E. five or six leagues, I fell in with, and, after an hour's chace, captured, the French lugger privateer l'Eſpiegle (an open boat), of St. Maloes, manned with twelve men, and armed with small arms; out eighteen days, and had not taken any thing. Being seventeen men short of complement, I judged it prudent to see her into port; and am concerned to state that, in getting a tow-rope into her this morning, through the neglect of the man at her helm, ſhe got under the bows, and was ſunk. I am, &c.

Sir J. Saumarez, Bart. K. B. W. ARCHBOLD.
Commander in Chief, &c. &c.
Guernsey.

ADMIRALTY-OFFICE, JUNE 25, 1803.

Extract of a letter from the Honourable William Cornwallis, Admiral of the Blue, &c. to Sir Evan Nepean, Bart. dated off Ushant, the 15th inst.

I have the honour to inclose, for the information of the Lords Commissioners of the Admiralty, a letter which I received this day from Captain Williams, of the Russel, informing me that the vessel he chased on the 3d instant, proved to be the Betsey French national brig, from Martinique to Brest.

SIR, *Russel, at Sea, June 5, 1803.*

I beg leave to inform you, that the vessel I chased the 3d instant, proved to be the Betsey French national brig, commanded by Citizen Avoyné, Enseigne de Vaisseau; sailed from Martinique the 14th of April, bound to Brest, was pierced for six guns, but had only four on board, and twenty men, including Officers. I found her in so bad a state, not having either provisions or stores on board, that I thought it most adviseable to destroy her.

I have also taken two Dutch galliots, and sent them into Plymouth.

I am, &c.

The Hon. Admiral Cornwallis, R. WILLIAMS.
&c. &c. &c.

Copy of another letter from the Honourable William Cornwallis, Admiral of the Blue, &c. to Sir Evan Nepean, Bart. dated the 18th inst.

SIR,

I have the honour to inclose, for the information of the Lords Commissioners of the Admiralty, a letter to me from Captain Aylmer, of the Dragon, giving an account of his having, in company with the Endymion, early this morning, fell in with and captured the French national corvette la Colombe, from Martinique bound to Brest.

I have the honour to be, &c.

W. CORNWALLIS.

SIR, *Dragon, at Sea, June* 18, 1803.

I have the honour of acquainting you, that I, early this morning, fell in with and captured. in company with his Majesty's ship Endymion, the national corvette la Colombe, copper bottomed, pierced for sixteen guns, and had on board sixty-five men, forty days from Martinico, bound to Brest, and commanded by Citoyen Carro, Lieutenant de Vaisseau. I have the honour to be, &c.

The Hon. Admiral Cornwallis, Commander in Chief, &c. &c. &c. J. AYLMER.

Copy of a letter from Admiral Montagu, Commander in Chief of his Majesty's Ships and Vessels at Portsmouth, to Sir Evan Nepean, Bart. dated the 24th instant.

SIR,

Be pleased to inform the Lords Commissioners of the Admiralty, that the Albion hired cutter, commanded by Lieut. Mason Wright, employed on the service of raising men, has brought into this port the Marengo French privateer, of four carriage guns, and twenty-six men; she had been only two days from Cherbourg, and had not made any capture. For their Lordships' farther information I inclose them Lieut. Wright's letter. I have the honour to be, &c.

G. MONTAGU.

SIR, *Albion, Portsmouth, June* 24, 1803.

I have the honour to acquaint you, that cruising, pursuant to your directions, in his Majesty's hired armed cutter Albion, of six guns, twenty-seven men; at three P. M. June 24, we saw a cutter standing towards—made sail in chase; at five we brought her to action, when, after a close engagement (within pistol-shot,) of an hour and twelve minutes, she struck her colours, and proved to be the Marengo French cutter privateer, of four carriage guns, twenty-six men, John Sieur Granger, Captain, belonging to Cherbourg; she is a new vessel, pierced for eight guns, had painted on her stern "Fly, of Cowes," two days from Cherbourg, and had not taken any thing; there was not any person wounded on board the Albion; we had a few shot in our hull, and one gun dismounted; the Marengo had three men wounded, one badly, and his sails and rigging cut to pieces.

I have the honour to be, &c.

Admiral Montagu. MAYSON WRIGHT.

BY THE KING. A PROCLAMATION,

For granting the Distribution of Prizes during the present Hostilities.

GEORGE R.

WHEREAS, by our order in Council, dated the 16th day of May last, we have ordered that general reprisals be granted against the ships, goods, and subjects of France; and by our Order in Council, dated the 16th day of June last, we have ordered that general reprisals be granted against the ships, goods, and subjects of the Batavian Republic; so that as well our fleets and ships, as also all other ships and vessels that shall be commissionated by letters of marque, or general reprisals, or otherwise, by our Commissioners for executing our office of Lord High Admiral of Great Britain, shall and may lawfully seize all ships, vessels, and goods belonging to France or the Batavian Republic, or any persons being subjects of France or the Batavian Republic, or inhabiting within any of the territories of France or of the Batavian Republic, and bring the same to judgment in any of our Courts of Admiralty within our dominions, duly authorised and required to take cognizance thereof. We being desirous to give due encouragement to all our faithful subjects who shall lawfully seize the same, and having declared in Council, by our order of the 16th day of June last, our intentions concerning the distribution of all manner of captures, seizures, prizes, and reprisals of all ships and goods during the present hostilities, do now make known to all our loving subjects and all others whom it may concern, by this our proclamation, by and with the advice and consent of our Privy Council, that our will and pleasure is, that the neat produce of all prizes taken, the right whereof is inherent in us and our Crown, be given to the takers, (save and except the produce of ſuch Prizes as are or shall be taken by ships or vessels belonging to, or hired by, or in the service of, our Commissioners of cuſtoms or exciſe, the disposition of which we reserve to our further pleasure, and also save and except as hereinafter-mentioned,) but subject to the payment of all such or the like customs and duties as the same are now or would have been liable to, if the same were or might have been imported as Merchandize; and that the same may be so given in the proportion and manner hereinafter set forth; that is to say,

That all Prizes taken by ships and vessels having Commissions of letters of marque and reprisals, (save and except such Prizes as are or shall be taken by the ships or vessels belonging to, or hired by, or in the service of, our Commissioners aforesaid,) may be sold and disposed of by the merchants, owners, fitters, and others to whom such letters of marque and reprisals are granted, for their own use and benefit after final adjudication, and not before.

And we do hereby further order and direct, that the neat produce of all Prizes which are or shall be taken by any of our ships or vessels of war, (save and except when they shall be acting on any conjunct Expedition with our Army, in which case we reserve to ourselves the division and distribution of all prize and booty taken; and also save and except as hereinafter mentioned,) shall be for the entire benefit and encouragement of our Flag Officers, Captains, Commanders, and other commissioned Officers in our pay, and of the seamen, marines, and soldiers on board our said ships and vessels at the time of the capture; and that such Prizes may be lawfully sold and disposed of by them and their agents, after the same shall have been to us finally adjudged Lawful Prize, and not otherwise.

The distribution shall be made as follows; the whole of the neat produce being first divided into eight equal parts:

The Captain or Captains of any of our said ships or vessels of war, who shall be actually on board at the taking of any prize, shall have three eighth parts; but in case any such prize shall be taken by any of our ships or vessels of war under the command of a flag or flags, the Flag Officer or Officers being actually on board, or directing and assisting in the capture, shall have one of the three eighth parts; the said one eighth part to be paid to such flag or Flag Officers in such proportions, and subject to such regulations, as are hereinafter mentioned.

The Captains of Marines and Land-Forces, Sea Lieutenants, and Master on board shall have one eighth part, to be equally divided amongst them: but that every Physician appointed, or hereafter to be appointed to a fleet or squadron of our ships of war, shall, in the distribution of Prizes which shall hereafter be taken by the ships in which he shall serve, or in which such ships' company shall be entitled to share, be classed with the Sea Lieutenants with respect to the said one eighth part and be allowed to share equally with them: provided such Physician be actually on board at the time of taking such Prizes:

The Lieutenants and Quarter-Masters of Marines, and Lieutenants, Ensigns, and Quarter-Masters of land-forces, Secretaries of Admirals or of Commodores, with Captains under them, Second Masters of line of battle ships, Boatswains, Gunners, Pursers, Carpenters, Masters Mates, Chirurgeons, Pilots, and Chaplains on board, shall have one eighth part, to be equally divided amongst them:

The Midshipmen, Captains' Clerks, Master Sailmakers, Carpenters' Mates, Boatswains' Mates, Gunners' Mates, Masters at Arms, Corporals, Yeomen of the Sheets, Coxswains, Quarter-Masters, Quarter-Masters' Mates, Chirurgeons' Mates, Yeomen of the Powder Room, Serjeants of Marines and Land Forces on board, shall have one eighth part, to be equally divided amongst them:

The Trumpeters, Quarter Gunners, Carpenters' Crew, Stewards' Mates, Cooks' Mates, Gunsmiths, Coopers, Swabbers, Ordinary Trumpeters, Barbers, Able Seamen, Ordinary Seamen, and Marines and other Soldiers and all other persons doing duty and assisting on board, shall have two eighth parts to be equally divided among them.

And we do hereby further order, that in the case of cutters, schooners, and other armed vessels commanded by Lieutenants, the share of such Lieutenants shall be three eighth parts of the Prize, unless such Lieutenants shall be under the Command of a Flag Officer or Officers, in which case the Flag Officer or Officers shall have one of the said three eighths, to be divided among such Flag Officer or Officers, in the same manner herein-before directed, in the case of Captains serving under Flag Officers.

Secondly, we direct, that the share of the Master or other person acting as second in Command, and the Pilot, (if there happens to be one on board,) shall be one eighth part, to be divided into three equal parts, of which two thirds shall go to the Master, or other person acting as Second in Command, and the remaining one third to the Pilot; but, if there is no Pilot, then such eighth part to go wholly to the Master or person acting as Second in Command:

That the Share of the Chirurgeon or Surgeon's Mate (where there is no Chirurgeon), Midshipmen, Clerk, and Steward, shall be one eighth:

That the Share of the Boatswain's, Gunner's, and Carpenter's Mates, Yeomen of the Sheets, Sailmaker, Quarter-Master, and Quarter-Master's Mate, shall be one eighth:

And the Share of the Seamen, Marines, and other persons on board, assisting in the Capture, shall be two eighth parts.

But it is our intention, nevertheless, that the above Distribution shall only extend to such Captures as shall be made by any cutter, schooner, or armed vessel, without any of our ships or vessels of war being present, or within sight of, and adding to the encouragement of the Captors, and terror of theEnemy; but in case any of our ships or vessels of war shall be present or in sight, that then the Officers, Pilots, Petty Officers, and men on board such cutters and schooners, or armed vessels, shall share in the same proportion as is allowed to persons of the like rank and denomination on board of our ships and vessels of war; and such cutters, schooners, or armed vessels, shall not, in respect to such Captures, convey any interest or share in the flag eighth to the Flag-Officer or Officers, under whoſe orders such cutters, schooners, and armed vessels, may happen to be.

And whereas it is judged expedient, during the present Hostilities, to hire into our Service armed vessels, to be employed as cruisers against the enemy, which vessels are the property of, and their Masters and Crews are paid by, the Merchants of whom they are hired, although several of them are commanded by our commissioned Officers in our pay; it is our further will and pleaſure, that the neat produce of all prizes taken by such hired armed vessels (except as hereinafter mentioned) shall be for the benefit of our commissioned officers in our pay, and of the Masters and Crews on board the said hired armed vessels at the time of the capture, and that such prizes may be lawfully sold and disposed of by them and their Agents, after the ſame shall have been to us finally adjudged lawful prize, and not otherwise; the distribution thereof shall be as follows:

The whole of the neat produce being divided into eight equal parts;

Our Officer commanding any hired armed vessel, who shall be actually on board at the taking of any prize, shall have three eighths; but in case such hired armed vessel shall be under the command of a flag or flags, the Flag Officer or Officers being actually on board, or directing and assisting in the capture, shall have one of the said three eighth parts, the said one eighth part to be paid to such Flag or Flag Officers in such proportions, and subject to such regulations, as are hereinafter mentioned:

In case there be acting on board such hired armed vessel, besides our Officer commanding the same, one or more of our commissioned Sea Lieutenants in our pay, such Lieutenant or Lieutenants shall take one eighth.

One eighth shall belong to the Master and Mate, of which the Master shall take two thirds, and the Mate one third; but in case there shall be acting on board such hired armed vessel one or more Midshipmen, or other person in our pay, of those who are classed with Midshipmen in the former part of this our Proclamation, in that case, the Master shall take one half of the eighth, and the other half shall be equally divided between the Mate, Midshipmen, and such other persons in our pay.

Three eighths shall belong to, and be divided among, the other Officers and the rest of the crew.

And in the case of prizes taken by any hired armed vessel not commanded by any of our commissioned Officers, one eighth shall belong to the Flag Officers, to be divided as aforesaid, in case such hired armed vessel shall be under the command of a Flag.

Two eighths shall belong to the Master and Mate, of which the Master shall take two thirds, and the Mate one third:

Three eighths shall belong to and be divided among the other Officers and the rest of the Crew in manner aforesaid:

The surplus, the distribution of which is not herein directed, shall remain at our disposal; and if not disposed of within a year, after final adjudication, the same shall belong and be paid to Greenwich Hospital.

And in the case of prizes taken jointly by any of our ships of war and any hired armed vessel, our commissioned Officer or Officers on board such hired armed vessel shall share with our Commissioned Officer or Officers of the same rank on board our ships or ships of war being joint captors, the Master of such hired armed vessel shall share with the Warrant Officers; the Mate of ſuch hired armed vessel, with the Petty Officers; and the Seamen of such hired armed vessel, with the Seamen on board our said Ship or Ships of War; save and except, that in case such hired armed vessel shall be commanded by one of our commissioned Officers having the rank of Master and Commander, and there shall be none of our Lieutenants on board, or in case such hired armed vessel shall be commanded by the Master, in both those cases the Master of such hired armed vessel shall share with the Lieutenants of our ships of war, and the Mate with the Warrant Officers.

And in case any difficulty shall arise in respect to the said distribution, not herein sufficiently provided for, the same shall be referred to our Lords Commissioners of the Admiralty, whose direction thereupon shall be final, and have the same force and effect as if herein inſerted.

Provided, that if any Officer being on board any of our ships of war, at the time of taking any prize, shall have more commissions or offices than one, such Officer shall be entitled only to the share or shares of the prizes which, according to the above-mentioned distribution, shall belong to his superior commission or office.

Provided also, that in all prizes taken by any of our squadrons, ships, or vessels, while acting in conjunction with any squadron, ship, or vessel of any other power that may be in alliance with us, a share of such prizes shall be set apart and be at our further disposal, equal to that share which the Flag and other Officers and Crews of such squadrons, ships, or vessels would have been entitled to if they had belonged to us.

And we do hereby strictly enjoin all Commanders of our ships and vessels of war taking any prize, to transmit as soon as may be, or cause to be transmitted to the Commissioners of our Navy, a true list of the names of all the Officers, Seamen, Marines, Soldiers, and others, who were actually on board our ships and vessels of war under their command at the time of the capture, which list shall contain the quality of the service of each person on board, together with the description of the men taken from the description books of the capturing ship or ships, and their several ratings, and be subscribed by the Captain or Commanding Officer, and three or more of the Chief Officers on board: And we do hereby require and direct the Commissioners of our Navy, or any three or more of them, to examine, or cause to be examined, such lists by the muster books of such ships and vessels of war and lists annexed thereto, to see that such lists do agree with the said Muster Books and annexed lists, as to the names, qualities, or ratings of the Officers, Seamen, Marines, Soldiers, and others belonging to such ships and vessels of war; and, upon request, forthwith to grant a certificate of the truth of any list transmitted to them, to the Agents nominated and appointed by the captors to take care and dispose of such prize; and also, upon application to them, (the said Commissioners), they shall give, or cause to be given, to the said Agents, all such lists from the muster-books of any such ships of war and annexed lists, as the said Agents shall find requisite for their direction in paying the produce of such prizes, and otherwiſe shall be aiding and assisting to the said Agents in all such mattters as shall be necessary.

We do hereby further will and direct that the following regulations shall be observed concerning the one eighth part hereinbefore mentioned to be granted to the Flag or Flag-Officers who shall actually be on board at the taking of any prize, or shall be directing or assisting therein:

Firſt, That a Captain of a ship shall be deemed to be under the command of a Flag when he shall actually have received ſome order directly from, or be acting in execution of some order issued by, a Flag-Officer; and shall be deemed to continue under the command of such Flag so long as the Flag-Officer by whom the order was issued; or any other Flag Officer acting upon the same station, shall continue upon such station; or until such Captain shall have received some order directly from, or be acting in execution of some order issued by, ſome other Flag-Officer, or the Lords Commissioners of the Admiralty.

Secondly, That a Flag-Officer Commander in Chief, when there is but one Flag-Officer upon service, shall have to his own use the said one eighth part of the prizes taken by ships and vessels under his command.

Thirdly, That a Flag-Officer, sent to command on any station, shall have no Right to any share of prizes taken by ships or vessels employed there before he arrives within the limits of such station, and actually takes upon him the command, by communicating orders to the Flag-Officer previously in command; save only that he shall be entitled to a share of prizes taken by those particular ships to which he shall actually have given some order, and taken under his command, within the limits of such station.

Fourthly, That a Commander in Chief, or other Flag-Officer, appointed or belonging to any station, and passing through or into any other station, shall not be entitled to share in any prize taken out of the limits of the station to which he is appointed or belongs, by any ship or vessel under the command of a Flag-Officer of any other station, or under Admiralty orders, unless such Commander in Chief, or Flag-Officer, is expressly authorised by the Lords Commissioners of the Admiralty to take upon him the command in that station in which the prize is taken, and shall actually have taken upon him such command, in manner aforesaid.

Fifthly, That when an inferior Flag-Officer is sent to reinforce a superior Flag-Officer on any station, the superior Flag Officer shall have no right to any share of prizes taken by the inferior Flag-Officer before the inferior Flag Officer shall arrive within the limits of the station, and moreover, shall actually receive some order directly from him, or be acting in execution of some order issued by him.

Sixthly, That a Chief Flag-Officer quitting a station either to return home, or to assume another command, or otherwise, except upon some particular urgent service, with the intention of returning to the station as soon as such service is performed, shall have no share of prizes taken by the ships or vessels left behind, after he shall have passed the limits of the station, or after he shall have surrendered the command to another Flag-Officer appointed by the Admiralty to be Commander in Chief upon such station.

Seventhly, That an inferior Flag-Officer quitting a station, except when detached by Orders from his Commander in Chief out of the limits thereof upon a special service, with orders to return to such station as soon as such service is performed, shall have no share in prizes taken by the ships and vessels remaining on the station, after he shall have passed the limits thereof; and in like manner the Flag-Officers remaining on the station shall have no share of the prizes taken by such inferior Flag-Officer, or by his ships and vessels under his immediate command, after he shall have quitted the limits of the station, except when detached as aforesaid.

Eighthly, That when vessels, under the command of a Flag, which belong to separate stations, shall happen to be joint captors, the Captain of each ship shall pay one third of the share to which he is entitled to the Flag-Officers of the station to which he belongs; but the Captains of vessels under Admiralty orders, being joint captors with other vessels under a Flag, shall retain the whole of their share.

Ninthly, That if a Flag-Officer is sent to command in the out-ports of this kingdom, he shall have no share of the prizes taken by ships or vessels which have sailed, or shall sail, from that port by order from the Admiralty.

Tenthly, That when more Flag-Officers than one serve together, the eighth part of the prizes taken by any ships or vessels of the fleet, or squadron, shall be divided in the following proportions, viz. If there be but two Flag-Officers, the Chief shall have two third parts of the said one eighth, and the other shall have the remaining third part; but if the number of Flag-Officers be more than two, the Chief shall have only one half, and the other half shall be equally divided among the other Flag-Officers.

Eleventhly, That Commodores, with Captains under them, shall be esteemed as Flag-Officers with respect to the eighth part of prizes taken, whether commanding in Chief, or serving under command.

Twelfthly, That the first Captain to the Admiral, and Commander in Chief of our fleet, and also the first Captain to our Flag-Officer appointed, or hereafter to be appointed, to command a fleet, or squadron of ten ships of the line of battle, or upwards, shall be deemed and taken to be a Flag-Officer, and shall be entitled to a part or share of prizes, as the Junior Flag-Officer of such Fleet or Squadron.

Given at Our Court at St. James's, the seventh day of July one thousand eight hundred and three, in the forty-third year of our reign.

GOD SAVE THE KING.

PLYMOUTH REPORT,

FROM JUNE 13 TO 23.

June 13. Orders are come down to liberate the Masters, Mates, and crews of the detained Batavian ships, and to let them take a change of linen and cloaths; they are free to go home when they please. The seamen mostly enter on board men of war or privateers.—The hatches of the Batavian ships are sealed down, and papers sealed up till their fate is ascertained.—There were landed from the Nemesis of 32 guns, Captain P. Somerville, in Mill Bay, 16[illegible] French prisoners from the Fleet, and were immediately marched into Mill Prison.—Came in a large Tender from Liverpool, with 100 seamen for the Fleet, which were immediately sent on board the Conqueror, of 74 guns, Captain Lewis, now under orders to join the Fleet. The Canopus, of 84 guns, goes down into Cawsand Bay to join the Fleet. Saturday at noon, Rear-Admiral Montagu struck his flag at the mizen of the Salvador del Mundo, of 112 guns, Captain Lane: and yesterday Admiral Sir J. Colpoys, K. B. hoisted his flag at the main, as Commander in Chief of His Majesty's ships and vessels at this port. In several of the homeward-bound St. Domingo ships captured and sent in here, they have on board small framed portraits of Bonaparte and Madame Bonaparte, General Moreau, and other celebrated French characters, sent out to St Domingo and the French Islands for sale; but it appears by the returned portraits, that Bonaparte's picture scarcely sold at all, Madame B—— sold a little more briskly; but the portraits of General Moreau were purchased every where with great avidity.——Came in from Smyrna, an English brig, under quarantine. About sixteen days since she was spoke with in the Straits of Gibraltar by a French line of battle ship and frigate, full of troops, for the West Indies, from Toulon: they did not know any thing of the war, more than the master of the English brig, who was perfectly ignorant of the circumstance, till his arrival at this port.

14. Catwater, the Eastern arm of Plymouth harbour, is now quite a wood of prizes and detained Batavians; there is just room enough left for a passage-way. The number of French prizes and Batavian ships sent into this port in three weeks, by the activity of our cruisers, is astonishing, and amounted yesterday to 175 sail of all descriptions. The computed value of vessels and cargoes cannot be less than *a million and a half sterling*, as many of the Batavian cargoes cost in Batavia from 60,000l. to 40.000l. each, as per manifest, besides private ventures; a circumstance unparalleled in this or any former war; for, besides the loss of private vessels, a considerable defalcation in the revenues of France and Holland will be sustained by the non-payment of the duties on importation. One circumstance on board one of the Batavian East Indiaman, detained and sent in, is particularly distressing: two Dutch young ladies, whose parents had died at Batavia, were coming to Europe with their whole property and fortune invested in merchandise, to a considerable amount, and being profound peace, was not insured.

15. The skulking French row-boats, from St. Maloes, Havre, Cherbourg, &c. make sure work of taking prizes on the coast of Devon, &c. They are equipped as fishing boats, sail from their own ports in the dusk of the evening, and get close in with our coasts a little before day-break, where they lay to as if fishing, shewing perhaps only two or three men, the rest concealed: if a vessel who runs it without convoy, happens to near the land, the row-boats make sail, board her, and have, in the late war, carried off unmolested, several coasters, worth 10,000l. and have not been absent, at this season of the year, above 24 hours from their own ports.

16. Came in three French prizes, deeply laden. Admiral Sir C. Cotton has hoisted his flag on board the San Josef, 112 guns, Captain Spicer. Came in a French brig, a prize to the Atalanta, 18 guns. Came in a Dutch galliot, detained by the Prince's tender. The Swift cutter, Lieut. Hawker, is sailed with secret orders, destination unknown. Arrived, and passed over the Bridge, a large French brig, with a round-house on her deck, deeply laden, with bags of cotton on her quarters, supposed to be from the Straits, as she ran up Hamoaze. There are now three flags flying in this port: Admiral Sir J. Colpoys, K. B. at the main of the Salvador del Mundo, 112 guns, Captain Lane, as Commander in Chief; Vice-Admiral Sir C. Cotton, bart. as second in command, has his flag at the fore of the San Josef, 112 guns, Captain Spicer; and Rear-Admiral Dacres, as third in command, has his flag at the mizen of the Spencer, 74 guns, Hon. Captain Stopord, in Hamoaze. Sailed the Minotaur, 74 guns; Boadicea, 44 guns; Seagull, 18 guns, and Robert and Jane letter of marque.

18. Came in the French ship la Melomane, of about 400 tons burthen, Captain J. A. Coines, from Port-au-Prince, bound to Havre-de-Grace, laden with a very valuable cargo of coffee, cotton, and sugar, taken by the Assistance cutter, of Cawsand, a tender to his Majesy's ship Dragon, of 74 guns, Captain Aylmer. The Dutch East India ship Cornelius Maria, from Batavia, bound to Amsterdam, laden with a very valuable cargo of coffee, sugar, spices, &c. detained by the Catherine and Mary privateer, of London, and brought in here by the Rose and Dolphin cutter, of Cawsand, tenders to his Majesty's ships San Josef, of 112 guns, and the Salvador del Mundo, of 112 guns. The Ameri-

can ship Lovina, of and from New York, bound to Amsterdam, laden with tobacco, staves, and other goods, detained by the Malta, of 80 guns; and the Swedish brig Courerer, of and from Stockholm, Captain Arpelund, laden with tar, for this port.

19. Came in a fine French brig, deeply laden, captured by the Prince's tender, on the look out to pick up seamen. Came in from Port-au-Prince, St. Domingo, a beautiful French ship for Bourdeaux, of 500 tons burthen, with passengers, and deeply laden with a valuable cargo of coffee, indigo, sugar, &c. captured to the Westward of Scilly by the tender belonging to the Dragon, 74 guns. Came in this morning a large French ship and brig, taken by a tender belonging to the fleet; also a Dutch East Indiaman from Batavia to Amsterdam, worth 90,000l. taken by a schooner privateer belonging to London. The Foudroyant, 84 guns, is commissioned by Captain Rodd.

20. Came in the Sceptre, of 74 guns, Captain Dickson, from a cruise to refit; also the French brig National corvette Colombe, of 16 guns, and 60 men, captured by his Majesty's ships Dragon, of 74 guns, and Endymion, of 44 guns, on the 18th instant, about twenty leagues south of Ushant; she is from Martinique, and has her guns in the hold. By the Colombe French covertte, which arrived here yesterday, it appears, that she was the forerunner of a fleet consisting of one ship of 74 guns, two frigates, and sixty merchant ships; she left them in the morning of the 18th instant, and was making for Brest when the Endymion, of 44 guns, and Dragon, of 74 guns, fell in with and captured her in the afternoon of that day, about twenty leagues S. W. of Ushant. The Dragon instantly made sail for the Channel fleet, and joined them next morning; and on communicating this glorious intelligence, they immediately dispersed in all directions in quest of them, and there seems to be very little doubt that the greater part, if not the whole, may find their way to British ports.

23. The Ville de Paris, of 110 guns, Captain Seymour, being now nearly ready for sea, is expected to have her complement of men completed from the Jupiter of 50 guns, lately returned from the Cape. A French East Indiaman, captured by the Sirius, and the Rashleigh, of London, from Jamaica, are sailed for the Downs, with several other vessels, under convoy of the Seagull. The Rashleigh was chased for twelve hours and at last brought to by the Lord Nelson privateer, which mistook her for a French West Indiaman. A French brig, which was repaired here a year ago, and sailed for St. Domingo, has been sent in, having been captured by the Jamaica, of 26 guns, on her homeward-bound voyage to France. On her arrival at St. Domingo, all the crew and passengers who were here, were murdered by the blacks.

25. Came in the Dutch East-India ship St. Jago, Captain G. Van Paulin, from Batavia, bound to Amsterdam, laden with coffee, sugar, and spices; captured by the Henry privateer, of Liverpool, of 16 guns, Captain Bradby, and the Dolphin sloop, of Cawsand, a tender to the Salvador del Mundo, of 112 guns.

26. Orders came down to Admiral Sir James Colpoys, K. B. Commander in Chief at this port, to send a frigate to Cork, to convoy the outward-bound trade there to their different destinations in the West Indies, particularly the victuallers there: La Pique, of 44 guns, Captain Cumberland, in the Sound, was selected.

PORTSMOUTH REPORT,

FROM JUNE 15 TO 27.

June 15. This morning arrived the Hydra, of 38 guns, Captain Munday, from off Goree, last from the Downs. Sixty-four seamen came round from the eastward, in the Cerberus frigate, Captain Selby, volunteers for the Royal Sovereign. Arrived the Amazon, of 36 guns, Captain Parker, from Guernsey. Admiral Montagu is expected here to-morrow, to assume the command at this port, instead of Lord Gardner,

16. Went out of harbour the Royal Sovereign man of war.

17. Arrived the Egyptienne, of 44 guns, Captain Manby, from the Eastward; also an outward-bound East Indiaman. Admiral George Montagu

hoisted his flag on board the Prince of Wales, of 98 guns, Captain Giffard, as Commander in Chief at this port, vice Lord Gardner. Went out of harbour the Royal Sovereign, of 100 guns, Captain Curry.

19. Upwards of 200 stand of arms have been shipped on board the Isis, for the use of the garrison of Newfoundland; and a detachment of the 60th regiment, commanded by Colonel Rotenburgh, are embarked for the same place.—Arrived the Martin Camargo galliot, laden with wine, from Bourdeaux, bound to Petersburgh, prize to the Ant schooner, Lieutenant Carpenter; the Louisa lugger, laden with spirits from Guernsey, prize to the Adder; the Husnel brig, from Toulon, laden with wine, bound to Rotterdam, prize to the Peterell sloop, Captain Lamborn; the ship Margaretta Elizabeth, laden with marble, from Leghorn to Ostend, prize to the Perseus sloop, Captain Melhuish.

20. Arrived the Grampus, of 50 guns, Captain Caulfield, from Guernsey. She is ordered to fit for the East Indies; and will sail with a convoy in a few days.—This morning Rear-Admiral Sir Robert Calder hoisted his flag on board the Prince of Wales, of 98 guns, Captain Cumming.—The Egyptienne, of 44 guns, Hon. Captain Fleming; Hydra, of 38 guns, Captain Mundy; Amazon, of 36 guns, Captain Parker; and the Cerberus, of 32 guns, Captain Selby; are ordered to sail immediately for the defence of Jersey, where an attack is expected to be made by the French.

21. Arrived the Blanche, of 36 guns, Captain Mudge, from a cruise off Havre; and the Lapwing, of 28 guns, Captain Skene, from the eastward.—Sailed the Hydra, of 38 guns, Captain Mundy; Amazon, of 36 guns, Captain Parker, and the Cerberus, of 32 guns, Captain Selby, for Guernsey. The Ganges, of 74 guns, is just coming in from Jamaica.—Sailed the Comet for India. Went out of harbour the Iris, Captain Clarke, bound to the South Seas: this vessel drove last night, and ran foul of and damaged, but not materially, two or three vessels in the harbour. The Selby, bound to Newfoundland, was paid this day.

22. Arrived the Nemesis, of 28 guns, Captain Somerville; and the Charwell sloop of war, Captain Dumaresq, from Plymouth.—Sailed the Egyptienne, of 44 guns, Hon. Captain Fleming, and the Orpheus, of 32 guns, Captain Hill, for Guernsey.—Last night, after post, arrived the Ganges, of 74 guns, Captain M'Kenley, from Jamaica.

23. Went out of harbour his Majesty's ship la Prevoyante, of 40 guns, William Brown, master, commanding, being completely stowed with naval stores of every description intended to be deposited at Gibraltar and the island of Malta. Commissioner Otway takes his passage in her, to assume his official situation at Gibraltar. Also went out his Majesty's sloop of war Wasp, of 18 guns, the Hon. Captain Aylmer; and Charlotte hired armed schooner, of 10 guns, Lieutenant Alt, Commander. The latter made signal for a convoy to the Downs.

24. Arrived the Arrow, of 20 guns, Captain Vincent, from the Downs. Last night sailed the Isis, of 50 guns, Vice-Admiral Gambier, Captain Lobb, for Newfoundland. Arrived the Marengo French privateer, captured six leagues from the Isle of Wight, by the Albion hired cutter, Lieutenant Wright. The Frenchman had several men wounded, and the Albion had one slightly.

25. The Grampus, of 50 guns, Captain Caulfield, is expected to convoy the outward-bound East Indiamen, as the Hon. East India Company has ordered 100,000l. to be shipped on board of her for Bengal.

27. Arrived the Africaine, of 44 guns, Captain Manby, with 22 sail of fishing-boats; and the Topaze, of 36 guns, Captain Lake, with 12 sail of fishing-boats, captured off Dieppe. They are very fine vessels, and have from eight to ten men on board of each. When the convenience of these boats (most of which would carry upwards of 100 men), and the general excellence of the seamen employed in them, are considered, it is not a "*petit* warfare," but an effectual means of retarding the efforts of their aquatic excursions. Sailed the Prince of Wales, of 98 guns, Rear-Admiral Sir Robert Calder, Captain Cumming, to join the Channel Fleet; and the Dryad, of 36 guns, Admiral Lord Gardner, Captain Giffard, for Cork.

Promotions and Appointments.

SEA FENCIBLES.

The following exhibits the arrangement of the above important establishment.—

Districts.	*General Rendezvous.*	*Captains.*
From Emsworth to Beachy Head -	Shoreham	Sir E. Nagle
		Andrew Sproule
		Thomas Hill
		J. A. Worth
From Beachy Head to Dungeness -	Hastings	Isaac Schomberg
		William Holland
		James Watson
From Dungeness to Sandgate - -	New Romney	T. M. Walker
		H. F. Edgell
		W. Buchanan
From Sandgate to Sandown - - -	Dover	William Eſſington
		William Ricketts
		C. M. Fabian
From Sandown to the North Foreland	Ramsgate	F. W. Austen
		Ben. Carter
		Geo. Sayer (2)
From the North Foreland to East Swail	Margate	R. G. Middleton
		James Briſbane
		James Prevost
From the Lower Hope to Blackwater	Maldon	P. Beaver
		N. Tomlinson
		John Bayley
From Blackwater to the Stour - -	Harwich	J. N. Morris
		C. Wollaston
		John Davey
From the Stour to Southwold - -	Aldborough	William Edge
		James Welsh
		J. M'Farland
From Southwold to Cromer - - -	Yarmouth	Charles Cobb
		W. H. Tremlett
		M. Hinton
From Cromer to Forsdyke Wash - -	Lynn	William Shield
		[illegible]. Riboleau
		Spel. Swain
From Forsdyke Wash to the Mouth of the Humber - - - - - - -	Boston	David Lloyd
		E. W. Brown
		John Bushby
From the Mouth of the Humber to the River Ouze - - - - - -	Barton	John Bazeley
		Thomas Hand
		John Crispo
From the River Ouze to Flamborough Head - - - - - - - - - -	Hull	Robert Cuthbert
		Thomas Miles
		John Waller
From Flamborough Head to the River Tees - - - - - - - - - -	Whitby	D'Archy Preston
		J. C. Crawford
		Thomas Thrush
From the River Tees to North Shields	Hartley Poole	Edward Roe
		B. M. Praed
		W. Syme
From North Shields to St. Abb's Head	Berwick	Sir W. H. Douglas
		Edward Ramage
		D. Ramsay
The Frith of Forth - - - - - -	Leith	John Clements
		John Brodie
		J. H. Tait

Districts.	*General Rendezvous.*	*Captains.*
Isle of Wight - - - - - - - -	Brading	Robert Barton Charles Carter R. Janverin
From Emsworth to Calchot Castle -	Stokes Bay	Edw. O'Brien (2) Hy. Barrett T. Searle
From Calchot Castle to St. Alban's Head	Poole	John Cooke (2) N. Portlock W. H. Kittoe
From St. Alban's Head to Puncknole	Weymouth	N. Ingram Augustus Brine D. Tolliot
From Puncknole to Teingmouth - -	Exmouth	Charles Carpenter F. G. Bond C. M. Gregory
From Teingmouth to the Ram Head	Dartmouth	T. Dacres C. Bullen G. Stupart
From the Ram Head to the Dodman	Fowey	S. Peard Cerand Buger Philip Lyne
From the Dodman to the Land's End	Falmouth	R. C. Reynolds Barw. James James Tippett
Scilly Islands - - - - - - - -	St. Mary's	Edward Marsh James Veitch
From Hartland Point to Kingroad -	Minehead	Thos. Stephenson George Bowen
From Chepstow to the Mouth of the British Channel - - - - -	Swansea	Richard Jones George Jones
From Kidwelly to Cardigan - - -	Haverfordwest	Charles Tyler J. Cheshyre H. Probyn

Captain J. Dilkes, to the Salvador del Mundo, *vice* Lane; Hon. Captain Legge, to the Repulse, of 74 guns, lately launched at Barnard's Yard; Captain G. M'Kinley, to the Roebuck; Lieutenant W. Le Mesurier, to the Conquest; Lieutenant J. Kentish, to the Assault; and Lieutenant Thomas, to the Grappler, gun-brigs; Mr. Conway, to be Purser of the Princess Royal; Mr. Wellesford, to the Ocean, building at Chatham.

Captain James Vashon, to the Princess Royal; Captain Freemantle, to the Ganges; Captain G. Moore, to the Indefatigable; Captain G. Cockburn, to the Phaeton; Lieutenant W. F. Owen, to the Sea-flower brig; Captain F. Temple, to the Tartarus bomb; Lieutenants Mends and Collins, to the Foudroyant; Lieutenant Marshall, to the Magnificent; Lieutenant Parker, to the Indefatigable; Lieutenant Miln, to the Princess Royal; Lieutenant Rose, to the San Josef; Lieutenants Lambrick, Burch, and Brown, to the Royal Sovereign; Lieutenant Little, to the Royal Oak, Lieutenant Patterson, to the Monarch; Lieutenant Baldwin, to the Prince; Lieutenant Bertram, to the Loire; Lieutenants Perkins and Dove, to the Trompeuse; Mr. Gray, Surgeon to the Naval Hospital at Malta; Mr. Bass, late Purser of the Conquerant, to the Majestic; Mr. Yates, of the Diadem, to the York; Mr. Palmer, of the Pandour, to the Lowestoffe; Mr. Ireland, of the Firm gun-vessel, to the Tromp; Mr Heydon, to be Purser of the Tysiphone; Mr. Moore, to be Purser of the Prince George; Mr. Toby, to be Purser of the Euryalus; Mr. Tate, to be Purser of the Prince; Captain Towry, to the Tribune; Captain Sotheron, to the Excellent; Captain Beresford, to the Virginie.

Captain A. Mackenzie, to the Magicienne; Captain R. Paul, to the Explosion; Captain F. Temple, to the Tartarus; Mr. Outram, to be Surgeon of the Euryalus.

Captain J. Irwin has taken the command of the Puissant, *vice* Bowen, who is appointed a Commissioner of the Hon. Transport Board.

—— King, Esq. is appointed Storekeeper to the Transport Board, and Agent for Prisoners of War, at Portsmouth.

Previous to Sir Roger Curtis leaving the Cape of Good Hope, Captain Fothergill, of the Diomede, was appointed to the Lancaster, of 64 guns, which with the Tremendous, of 74 guns, parted from the squadron with sealed orders, supposed for India.

Lieutenant John Haswell, late of the Braave frigate, is confirmed and appointed to the Royal Sovereign; and Mr. Richard Haynes, late of the said ship, to the Romney.

Lieutenant Robert Miln, to the Princess Royal.

Lord St. Vincent has not delayed a moment to distinguish the Officers who conducted the late gallant enterprize from la Loire frigate. Lieutenant Temple is appointed to the command of the Tartarus bomb; Mr. Bridges is advanced from the rank of Midshioman to that of Lieutenant; and Mr. Gwird, the Boatswain, is removed to the same station on board a third-rate. The reward is two-fold, as to the effect it produces on the mind of him who receives it, when it waits immediately on the action that has deserved it.

PRESENTATIONS.

Captain Sir Home Popham, K. M. and Captain Francis Mason, of the Royal Navy, on their return from the Red Sea.

BIRTH.

June 29. The Lady of Admiral Sir Hyde Parker, at his house in Great Cumberland-place, of a son.

MARRIAGES.

On the 24th June, at the parish church of Llanffinan, in Anglesea, by the Rev. Richard Hughes, Richard Edwards, Esq. Lieutenant-Colonel of the Royal Caernarvonshire Militia, and eldest son of the late Captain Timothy Edwards, of the Royal Navy, to Miss Lloyd, only daughter of Richard Lloyd, of Rhosbeirio, Esq.

On the 26th June, at Mary-le-bone Church, by the Rev. George Taylor, Colonel Francis Thomas Hammond, to Miss King, daughter of Admiral Sir Richard King, Bart.

On the 30th June, Lieutenant Lowcey, to Miss M. Douglas, sister to Captain John Douglas, of the Royal Navy.

On the 6th July, at St. George's Church, Hanover-square, Captain Cuthbert, of the Royal Navy, to Miss Willock, eldest daughter of the late Alexander Willock, Esq. of Bedford-square.

OBITUARY.

On the 26th June, the infant son of Robert Lambert, Esq. of the Royal Navy, at his house in Somerset-street.

On the 8th July, at Havant, Mrs. Wemyss, Lady of General Wemyss, of the Royal Marines.

Mr. Joseph Jones, Purser of his Majesty's ship Elephant.

On the 11th July, at Catisfield, Hants, Robert Biggs, Esq. the senior Vice-Admiral of the White Squadron. He was made a Post-Captain in 1778, a Rear-Admiral in 1795, and a Vice-Admiral in 1799.

On the 26th May, on board l'Hercule, of 74 guns, in Port Royal harbour, after only two days' illness, Solomon Ferris, Esq. Commander of that ship, and senior Captain of the squadron on that station, aged 55 years. Captain Ferris was the Officer who so nobly defended the Hannibal, of 74 guns, in Sir James Saumarez's memorable action with the French squadron, under Rear-Admiral Linois, in Algesiras Bay, on the 6th of July 1801. *Mr. Ferris* was made a *Post* Captain in 1793.

THE

Marine List

OF

SHIPS LOST, DESTROYED, CAPTURED, AND RECAPTURED, &c.

FROM JUNE 28, TO JULY 8, 1803.

FOUR French boats with ſmall arms, and full of men, fitted as for fiſhing, but intended for boarding coaſting veſſels, are taken and ſent into Dover.

Thirty-four French fiſhing-boats are taken and ſent into Portſmouth by the Africaine and Topaze frigates.

The Swediſh brig Ceres, from Lubeck to Marſeilles, is ſent into Portſmouth by the Recovery whaler.

The Adder gun-veſſel is arrived at Sheerneſs, with one Pruſſian and three Ruſſian galliots, from Riga to Holland, detained.

The Egyptian, Welch, from Portſmouth to Waterford, has been captured by a French privateer, retaken by the Sterling gun-veſſel, and arrived at Portſmouth.

A French brig, from Algiers: the Wohlfarth, Meyer, from Hambro' to Bourdeaux, are ſent into Portſmouth.

Le Marengo French privateer, of four guns and twenty-ſix men, is taken by the Albion hired cutter, and ſent into Portſmouth.

The St. Jago, Paulin, from Batavia, is taken by the Henry privateer, of Liverpool, and the Dolphin ſloop, and brought into Plymouth.

The Vriendchap, Kuhn, bound to Delfhaven, and the Vaiigheid, de Hore, bound to Oſtend, which were detained and ſent into Yarmouth, are reſtored.

The Daniſh brig Emanuel, Hanſon, from Cette to Elſinore; the Swediſh ſhip Speculation, Thorſon, from Uddevalla to Havre; and the brig Catharina, Hanſon, from Bremen to Bourdeaux, which were detained in the Downs, have been liberated.

The American ſhip Commerce, Ray, from Amſterdam for Philadelphia, is ſent into the Downs by the Ranger ſloop of war.

The Goſport, Chamberlain, from Virginia, which was detained in the Downs, is arrived in the river.

The Penelope, Barry, was on ſhore on the Swediſh coaſt, near Elſinore, the [illegible] of June.

The Amphion frigate, Lord Nelſon, is arrived at Gibraltar, with ſeveral French prizes.

Some French veſſels with ſmall arms, equipped as for fiſhing, captured a brig off Brighton, on the 26th of June, which has been retaken by a revenue cutter, and carried into Shoreham.

La [illegible], M'Intoſh, from Senegal to Antwerp, is taken by the Tartar privateer of Guernſey, and carried into that port.

The St. Johannes, (a Dane), Hans May, from Peterſburg and Copenhagen to Toulon, was detained the 26th of June, by the Marianne privateer of Poole, and carried into that port.

La Phœbe privateer, of Cherbourg, with four guns and thirty-three men, is taken by the [illegible] frigate and Roſe cutter, and ſent into Portſmouth, with the following veſſels ſhe had captured, ſince recaptured by the Starling gun-veſſel, viz. the Diana, Purcell, from Dublin to London; the Egyptian, Welch, from Portſmouth to Waterford; and William, Melvin, from Sunderland to Plymouth.

Thirty-five Dutch fiſhing-boats have been taken and ſent into Yarmouth ſince the 26th of June.

Four Dutch fiſhing-ſchoots are taken and ſent into Harwich by the Eſcort and Minx gun-veſſels.

The [illegible], Allen, of Sunderland, was taken the 7th of June, off the Foreland, and carried into Calais.

The Four Siſters, of Embden, bound to Oleron, is ſent into Dover by the Unity privateer of London.

The Lie After Steling Elde, ———, from Riga to Amſterdam, which was ſent into Yarmouth the [illegible] of June, is liberated.

Two French fiſhing-boats are taken and ſent into Portſmouth.

Five French fiſhing-boats are taken and ſent into Dover by the Baſiliſk gun-veſſel.

A Dutch ſchuyt, laden with coals, is taken and ſent into Dover by the Amelia frigate.

It is reported that ſeveral colliers, and other veſſels, have lately been captured between Lynn and the mouth of the Humber, and carried into Oſtend.

The Falcon, of Poole, Hancock, with a cargo of wheat, from Egypt, is ſeized at Leghorn.

The French gun-brig Venteux, of ten guns, eighteen and forty-two-pounders, and eighty-two men, has been cut out of the Iſle of Bas roads, by two boats from la Loire frigate, and brought into Plymouth; the French had ſeventeen men killed and wounded; and eight of the boats' crew were wounded.

Le Napoleon, French brig, from Guadaloupe, is taken by the Naiade frigate, and ſent into Plymouth.

Les Deux Marguerittes, ſchooner, from St. Domingo to Bourdeaux, is captured by the Regulus privateer, of London, and ſent into Falmouth.

The de [illegible], Rudiker, from Peterſburg to Gluckſtadt, is ſent into Yarmouth by his Majeſty's ſhip Hecla.

The Pallas (American), Marſhall, from Rotterdam to Teneriffe, is detained by the Hinde cutter, and ſent into Falmouth.

Nine of the French fiſhing-boats taken by the Africaine and Topaze, and carried into Portſmouth, are given up.

The Swediſh brig Ceres, [illegible], bound to Marſeilles, ſent into Portſmouth by the Recovery whaler, is reſtored.

The American ſhips Peggy, Petrie, from Virginia to Havre; and Calliope, Jones, from Liſbon, which were detained and ſent into the Downs, have been reſtored, and arrived in France.

The Vrow Margaretta, ———, from Riga to Rotterdam; the Anna Maria, ———, the Tannebaum, ———; and the [illegible], from Riga to Schiedam, detained and ſent to Sheerneſs, have been releaſed with their cargoes.

The Alexander, Garnuck, from Egypt, was in Leghorn roads the [illegible] of May, and it is ſuppoſed ſailed on the [illegible], under protection of two frigates, to Malta.

The Doris frigate captured on the coaſt of France, the 24th of June, la Pelagie French privateer, of four guns, and ſcuttled her.

Captain Dowling arrived at Falmouth, ſpoke the John Bull privateer, of 28 guns, from Liverpool; ſhe had taken, in company with the Union privateer, of Guernſey, a large French ſhip from the Iſles of France, and ſaw her into Bantry Bay.

La Thetis, and l'Aimable Antoinette, from St. Domingo to Bourdeaux, are taken by the Phœnix privateer, of Guernſey; the former is ſent for Guernſey, the latter arrived at Scilly.

Le Jeune Anacharſis, ———, from Louiſiana to Bourdeaux, is taken by the Earl Spencer privateer, of Dover, and arrived at that port. She has alſo taken (in company with the Phœnix, and Henry privateer, of Jerſey), the Robuſte, from New Orleans, and ſent her for Jerſey.

La Bachante French corvette, of 18 guns, and 200 men, was captured the [illegible] of June, by the Endymion frigate, and is arrived at Plymouth.

The galliot Reyzendue Zon, from Barcelona to Amſterdam, is ſent into Plymouth by the Ambuſcade (late French frigate), which had been previouſly taken by the Victory man of war.

La Flore, ———, from St. Domingo, is taken by the [illegible] frigate. The Vrow Maria, ———, from Bourdeaux to Dantzig, is detained by the Malta's tender, and both ſent into Plymouth.

La Marie, Guillaume, from Croiſic, is captured by the Doris frigate, and arrived at Plymouth.

De Jong Matta Ceert, Jeng, from Amſterdam to Hambro', is ſent into Yarmouth by the Hecla bomb.

The Mercuries, and the Jan Iſaac, from Bourdeaux to Peterſburg, are ſent into Portſmouth by the [illegible] cutter.

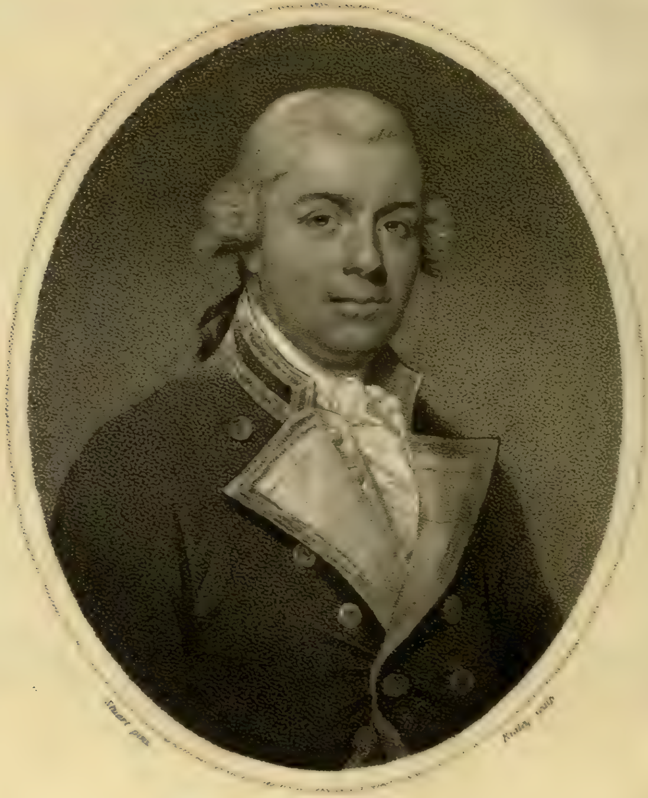
L'Heureux, from St. Domingo to France, is taken by the General Small privateer, of Guernſey, and arrived there.

The Alliance, of Jerſey, from Briſtol to Southampton, is arrived at Guernſey, having been retaken by the General Small privateer.

Le Bon Accord, from St. Domingo, is taken by the Apollo frigate, and arrived at Portſmouth.

Captain Gardner, of the Phœbe Ann, arrived at Cowes from Charleſton, was boarded in lat. 49. 30 long. 15. by la [illegible]berte French privateer, of 14 guns, which had taken five prizes, three of them Weſt Indiamen, which ſhe had ſent for a Spaniſh port, and was returning to Bourdeaux.

[*To be continued.*]



Stuart pinx.
Ridley sculp.

CAPTN. JOHN HARVEY R.N.

Pub. 31 Aug.t 1803 by J. Gold 103, Shoe Lane Fleet Street

MEMOIRS OF
NAVIGATION AND COMMERCE,

FROM THE EARLIEST PERIODS.

[Continued from Vol. II. page 474.]

> What better cause can call your lightning forth ?
> Your thunder wake ? Your dearest life demand ?
> What better cause, than when your country sees
> The sly destruction at her vitals aim'd ?
>
> THOMSON.

IN our last memoir on Navigation and Commerce, we brought the maritime history of Greece down to the period of the Trojan war: on the present occasion we shall extend our inquiries to the invasion of Greece by Xerxes, and the events which led to the defeat of that formidable invader. The first object which engaged the attention of Xerxes on his accession to the throne of Persia, was the reduction of Egypt, which having accomplished, he determined to carry his arms into Greece, to revenge the insult of the burning of Sardis, and wipe away the disgrace of the defeat of Marathon. Four years were employed in preparations, and an army was collected, the most numerous that has ever appeared in the world. The naval forces of the Persian monarch were on a scale of equal magnitude. In a former war the Persian fleet had suffered shipwreck in attempting to double the promontory of Mount Athos; and to prevent the repetition of a similar disaster, Xerxes caused a canal to be cut, navigable for the largest gallies, through the isthmus which joins Athos to the continent of Thrace *.

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* Some writers have doubted that Xerxes formed the canal of Athos, and among them Juvenal, who reproaching the Greek historians for their propensity to falsehood, says,

"*Perforatus Athos, et quidquid Græcia mendax*
"*Audet in historia.*"

But in our opinion there are few historical facts, of so distant a date, which are supported by stronger evidence. The authority of Herodotus, the father of Grecian history, is corroborated by Thucydides, Plato, Isocrates, and Lysias, Another magnificent work which he effected, was to build two bridges of boats, of the length of seven furlongs, over the Hellespont; and some idea may be formed of the prodigious numbers of his army, when it is related, that seven days and nights, unremittingly employed, were consumed in passing these bridges.

According to Herodotus*, the naval force of Xerxes amounted to twelve hundred and seven trireme galleys of war, and his distribution, which may show the comparative naval strength of different nations at the time, makes the total appear scarcely beyond probability. Three hundred were furnished by the Phœnicians, with the Syrians of Palestine; two hundred by Egypt; one hundred and fifty by Cyprus; Cilicia and Pamphylia sent one hundred and thirty; Lycia fifty; Caria seventy; thirty were provided by the Dorian Greeks of Asia; one hundred by the Ionians; sixty by the Æolians; seventeen by the Islands; and one hundred by the Hellespontine towns. The average complement of men to each galley he reckons at two hundred; but besides their ordinary crew, each galley had on board thirty soldiers, so that their whole numbers amounted to two hundred and seventy-seven thousand six hundred and ten seamen and fighting men. The transports, storeships, and smaller vessels attending the fleet for various purposes, he estimates, by a gross calculation, at three thousand, and supposes them on an average to have had a crew of eighty men each, giving the number of two hundred and forty thousand, or, altogether, upwards of half a million of men. In this account there is probably some exaggeration; but in the general outline, we may believe Herodotus to have been correct, for, as he was born about the time of Xerxes' expedition into Greece, or about 484 years before the Christian æra, he had it in his power to consult persons who had served in the

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names the most respectable in the republic of letters, and surely more than sufficient to counterbalance the sarcasm of the Roman satyrist, and the incredulity of modern travellers.

* Herodot. lib. vii. c. 89.

Persian fleet, and he may be regarded in some degree as a contemporary writer, as possessing the means of obtaining authentic information if he pleased, and liable to suffer in his reputation, if his narratives did not agree with the general and concurrent testimony of the age. As an enemy to the Persians, we can reasonably suppose, that Herodotus was inclined to exaggerate their naval force, in order to swell the triumphs of his countrymen; but after every allowance for patriotism or credulity, we cannot subtract much from the authority of the historian, when we keep it constantly in mind, that at the time his work was composed there were numbers of persons living who could bear testimony to its authenticity or incorrectness, and that in proportion as it partook of those qualities it would be read and admired, or condemned and rejected.

The states of Greece alarmed at, and confounded by, the immense preparations of Xerxes, hesitated at first whether they should defend themselves, or submit unconditionally to the Persian monarch. The smaller republics were eager to embrace the latter resolution; but the Athenians, who had most to dread from the resentment of Xerxes, animated the rest by their example, and the most vigorous preparations for defence were determined on. The panegyric pronounced on the Athenians by Herodotus, on this occasion, is too intimately connected with the subject of our narrative to be omitted.

"If the Athenians," says the historian, "in dread of the approaching danger, had either fled their country, or surrendered themselves, not even an attempt could have been made to oppose the enemy by sea. What then would have followed may be readily conceived. The fortified lines proposed by the Peloponnesians across the Corinthian isthmus, would have been nugatory; for the Persian having it in his choice to make his attack by sea, would have subdued the several states one by one; and the Lacedæmonians at last, reduced to their single strength, would have had no alternative but to die gloriously, or submit to a power which they could no longer withstand; so that all Greece must inevitably have fallen under the Persian yoke. Whoever, therefore, shall say that the Athenians preserved Greece, will not err from the truth; for to whatsoever party they joined themselves, that must preponderate. Their resolution then being decided for Grecian independency, they excited to energy those Grecian states which had not yet submitted to Persia; and they, next under the Gods, repelled the invasion."

In all cases of emergency and danger, it was the practice of the Grecian commonwealths to have recourse to the Oracle of Delphi for advice; and accordingly, on the present occasion, deputies were sent from Athens to consult the god. The first response of the Oracle filled them with dread and anguish. "Fly, unhappy men," said the priestess, "to the most remote parts of the earth: desert your houses, and the walls of your city, for it shall be subverted. An angry Mars from Syria, shall destroy your stately edifices, and the temples of your gods. The sacred walls tremble for fear of approaching calamities, and their lofty roofs are covered with sweat and blood. Depart hence, and be prepared to meet your doom." The deputies, thrown into the deepest consternation by this alarming answer, clothed themselves in the habits of suppliants, and bearing olive branches in their hands, besought the priestess to give them a more favourable answer, vowing to remain in the temple till they died, if she did not assent to their prayers. Thus intreated, the prophetess answered, "Pallas in vain has used her utmost endeavours to pacify the wrath of Jove: I am again, therefore, obliged to speak to you in adamantine words. All within the bounds of Cecrops, or the sacred recesses of Cithæron, Jupiter, at the intreaty of Minerva, commits for safety to a *wooden wall*, [τεῖχοςξυλινον;] which shall prove an impregnable bulwark to you and your children. Wait not, therefore, the approach of the formidable enemy, but fly, even though they come near you. O! divine Salamis! thou shalt lose the sons of women, whether Ceres be scattered or gathered *."

We need scarcely point out to our readers the necessity the pagan oracles were under of delivering their predictions in obscure and mystic terms, so that let the event happen how it might, the reputation of the oracle might not suffer, but the blame be imputed to those who gave a wrong interpretation to the response of the Deity. On the answer being carried to Athens, the General Assembly of the people met to consider of its import. Some thought that by a wooden wall was meant the palisadoes which anciently surrounded the citadel of Minerva. Others insisted that the wooden wall could mean nothing but ships, and therefore advised their countrymen to place all their hopes in their fleet. Of this last opinion was Themistocles, one of the leading men of Athens, who urged that the concluding part of the oracle could only imply destruction to the Persians, whose effeminate manners justified the appellation of sons of women; and the people concurring in his sentiments, it was determined that all who were able to bear arms should embark on board the fleet.

The confederate fleet of Greece amounted to about three hundred gallies, and the chief command was given to Eurybiades, a Spartan, a man of haughty temper, and either deficient in courage, or through want of experience in naval affairs, unqualified for his important station. Themistocles commanded the Athenian division of the fleet, which amounted to near two hundred vessels, and by his excellent conduct, his admirable address in reconciling differences, and unlimited devotion to the cause of his country, was enabled to repair the errors, and guard against the treachery, of the Spartan Commander.

In the mean time Xerxes was arrived with his army in Pieria, and the Persian fleet was coasting along the shores of

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* Herodotus, lib. vii. c. 140. *et seq.* These two oracles, in the original, are in verse; they are translated literally, and with the closest attention to the idiom of the two languages.

the Egæan Sea. The land forces of the Greeks took post at the celebrated pass of Thermopylæ, and the fleet proceeded to Artemisium, a bay in the neighbouring island of Euboea. From thence they dispatched three gallies to cruise off the island of Sciathus, in order to watch the enemy's motions; and these falling in with ten Persian gallies, two of them were taken, and the crew of the third escaped by running their vessel on shore. This disaster, operating with the dissentions which prevailed among the Commanders, so discouraged the Greeks, that they withdrew their fleet to Chalcis, proposing to defend the narrow pass of the Euripus.

It was, perhaps, fortunate for the Greeks that they took this resolution, for not many days after a violent storm arose, which would have exposed them to great danger, had their fleet remained in the unsheltered bay of Artemisium. The Persian fleet, augmented with a reinforcement of one hundred and twenty vessels, from the Greeks of Thrace and the adjacent islands, suffered dreadfully from its violence. Four hundred of their prime gallies were lost, and the destruction of their storeships and attending vessels was proportionally great *.

The intelligence of the misfortune which had befallen the enemy's fleet was quickly carried to the Grecian Commanders. Immediate thanks were returned to the gods for their seasonable aid, and copious libations poured to Neptune the deliverer. Judging that the enemy's force was now reduced nearer to an equality with their's, and the storm being abated, they quitted their station at Chalcis, and returned to Artemisium. Soon after they fell in with fifteen Persian gallies, which had been dispersed by the storm, and captured them. This success, while it weakened the enemy, and increased the strength of the Grecian fleet, produced also the good effect of giving spirits to the seamen; the tide of fortune had changed in their favour, and, like all men recovered from

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* Herodotus, lib. vii. c. 188. Diodorus, lib. xi. says only three hundred, with an immense number of ships for transporting horses, and small craft.

sudden despondency, they were anxious to wipe away the disgrace of their former alarms.

An opportunity soon occurred. On the very day that Leonidas, with his three hundred Spartans, made the noble defence at Thermopylæ, which has transmitted his name with immortal honour to posterity, the hostile fleets met off Artemisium. The Grecian fleet, according to Herodotus *, amounted to two hundred and seventy-one trireme gallies, with a few of those smaller vessels called penteconters. The penteconter, like the modern row-boat, had only one tier of oars, and its complement of rowers was from fifty to sixty. Of the triremes in the Grecian fleet, the Athenians furnished one hundred and twenty-seven, on board which a body of Platæans served with great bravery, though unacquainted with maritime affairs; forty came from Corinth; twenty, from Megara; the Chalcidians of Euboea manned twenty, lent them by the Athenians; Ægina furnished eighteen; Sicyon twelve; Lacedæmon ten; Epidaurus eight; Eretria seven; Trœzen five; and the islands of Styros and Ceos two each. The Persian fleet, though severely weakened by the recent storm, was still far more numerous than that of the Greeks; and having collected at the mouth of the Pelasgian Gulph, not more than ten miles' distance from Artemisium, prepared to give battle. The Greeks would have retreated, but Themistocles with the happiest address and management contrived to keep them together.

It may seem strange to those who are conversant only with the policy, regular habits, and public faith of modern states, that, in so small a community as the republics of Greece altogether formed, their compacts for general safety should have almost invariably been ill observed, and that a disposition to sacrifice each other, regardless of the most sacred engagements, should nearly have been uniformly displayed amongst them. In the Grecian communities there undoubtedly existed some of the most disinterested states-

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* Herodotus, lib. viii. c. 1.

men, incorrupt patriots, and dauntless warriors, that the world ever saw; and in poetry, literature, and all the elegant arts, the Greeks have never been surpassed: but with all their high endowments, there were certain vices in the Grecian character, which nothing but an assemblage of the rarest talents and most scrupulous probity in a few individuals, could have prevented from working the utter destruction of the whole community.

We have already spoken of Eurybiades, the Commander in Chief, in terms very distant from those of approbation; and we have now an anecdote to relate of him in support of our opinion, very characteristic of the times in which it happened. On the approach of the Persian fleet, Eurybiades insisted on retreating, notwithstanding the opposition of the Athenian Commander, and the intreaties of the Eubœans, who begged that the Grecian fleet might remain on their coast till they could remove their wives and children. This Eurybiades refused to consent to; the Eubœans then applied to Themistocles, the Athenian Commander, and seconded their petition with a present of thirty talents, something more than seven thousand pounds sterling. Out of this sum Themistocles gave five talents to the Commander in Chief, which induced him to consent to stay, and a bribe of three talents to another refractory Officer, concluded the business to the satisfaction of the Eubœans *.

At day-break the next morning after this transaction, the Persian fleet got under weigh. It had been determined in their councils immediately to attack the Grecian fleet; but on a nearer approach, perceiving the inferiority of their numbers, and fearing that if they should advance the Greeks would retreat, and they should thereby lose the opportunity

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* Herodotus, lib. viii. c. 5. The historian adds, that Themistocles converted the remainder of the money to his own advantage. We must look in vain among the Greeks for the nice honour and scrupulous honesty of modern times, when we find one of the finest characters of antiquity, without hesitation or reserve, accepting and offering a bribe. In all their baser lineaments, France, since the Revolution, has borne a resemblance to the Grecian republics.

of a certain victory, they resolved to send a detachment of two hundred gallies round the island of Eubœa, to attack the Greeks in their rear, and prevent their escape. Advice of this determination was conveyed to the Greeks by a deserter of their nation from the Persian fleet. In a council of war held on the occasion, it was at first resolved to sail to attack the detached squadron, in the rational hope, that engaged separately, it might easily be overcome: in the evening, however, this resolution was rescinded, for the intelligence of the deserter became to be doubted, as the enemy's squadron had not been seen from Eubœa, owing to their having kept far out at sea to avoid being discovered. It was then determined to make an immediate attack on the main body of the Persian fleet. A sharp engagement ensued, and continued until the darkness of the night and an approaching storm separated the combatants. "Neither side," says Herodotus, "could claim the victory;" but it appears evident, from his account, that the Greeks had the advantage; they took thirty gallies, in one of which was a Commander of great distinction and merit, and one Grecian Captain, with his ship, deserted from the Persians to his countrymen *.

The Greeks returned to their station at Artemisium, and the Persians remained at Aphetæ. The Greeks had scarcely cast anchor when the storm began to rage violently, attended with heavy rain, and tremendous thunder. The direction of the wind carried the wreck of the late engagement, and the floating bodies of the slain, among the Persian fleet. The horrors of the night augmented the dangers to which they were exposed, and the superstitious thought, that in the thunders which resounded among the mountains of Pelion, they heard the voice of the Deity denouncing their destruction. This sentiment more particularly prevailed among the Grecian sailors who served in the Persian fleet; their fears for the future induced repentance

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* Herodotus, lib. viii. c. 11.

for the past, and in the raging of the tempest they beheld the just, though severe judgment of the gods for their apostacy to their country. In the mean time, the detached squadron which had been sent round the island of Eubœa, to attack the Greek fleet in the rear, being in the open sea, was exposed to all the violence of the storm. Unable to contend against it, and ignorant of the navigation of the coast, they were driven on a dangerous part of the Eubœan shore, where the whole of them were dashed to pieces against the rocks. "Thus the Deity," says Herodotus, in a pious strain, "interposed to reduce the Persian force more nearly to an equality with the Grecian *."

The following day a reinforcement of fifty-three Athenian gallies joined the Grecian fleet, and brought with them the welcome intelligence of the destruction of the Persian squadron the preceding night. Thus encouraged, further offensive operations were determined on, and the Greeks succeeded in a night attack on the Cilician squadron, which they cut off, and returned safe with to Artemisium. On the third day the Persian Commanders, indignant at the repeated insults of an inferior force, and dreading lest Xerxes should be enraged at their inactivity, resolved to attack the Greeks. They advanced at noon for this purpose in a semicircle, apparently with a design to surround the Greeks, who waited with steady resolution to receive them. The combat was maintained with great fury on both sides; but the Persians did not gain that advantage which their superiority in numbers probably led them to expect, yet five of the Grecian gallies were taken, and more than half of the Athenian squadron was disabled. After much severe fighting, the hostile fleets separated as if by mutual consent. In this engagement, Herodotus informs us, that in the Persian fleet, the Egyptian gallies fought with most bravery and skill; and the Athenian, in the Grecian. The Persians, he tells us,

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* Herodotus, lib. viii. c. 13. It is impossible to read these events without being struck at the resemblance they bear to what happened at the period of the Spanish Armada.

sustained the greatest loss, but it does not appear that any of their vessls were captured; and on the part of the Greeks we may conclude their damage to have been very considerable, since, in a council of war held immediately after the engagement, it was determined to retreat to the interior seas of Greece. This resolution was hastened by the arrival of intelligence of the death of Leonidas and his party; accordingly the fleet passed through the Euripus, and proceeded to the bay of Salamis, an island on the Attic coast.

In the mean while the Persian army had forced the famous pass of Thermopylæ, Attica was in their power, and nothing seemed wanting to complete the total subjugation of Greece, but for the Persians to acquire the same superiority at sea, which confessedly they had obtained on shore. Athens was deserted by its inhabitants, who fled with their moveable effects to the islands of Salamis, Ægina, and Træzen, and soon fell into the hands of the Persians.

At this period, when the safety of their country so greatly depended upon their unanimous exertions, strong dissensions prevailed among the Commanders of the Grecian navy. In a council of war, where it was proposed that the fleet should retreat to the gulf of Corinth, the Spartan Admiral, in the heat of debate, is said to have lifted up his batoon, as if he would have struck Themistocles, who vehemently opposed the measure, on which the latter nobly exclaimed, "*Strike! but hear me.*" He urged the necessity of preserving Salamis, Ægina, and Megara, which totally depended upon the fleet; and contended that their present station was more convenient for them than any other which could be resorted to, being a confined bay, which would prevent the enemy from profiting by their superiority of numbers. He added, that if the confederates withdrew from the Athenian fleet, the Athenians would either make terms for themselves with the enemy, or transport themselves and their families to a distant country. The arguments of Themistocles, or his threats, prevailed on Eurybiades and the other Commanders to alter their sentiments, and it was resolved to await the attack of the Persian fleet in the bay of Salamis.

On the retreat of the Greeks from Artemisium, the Persians repaired to that station, where they spent three days in refreshing their crews, after the fatigues they had undergone in battle and from tempests. They then passed through the Euripus to Phalerum, the principal port of Athens. The losses of their fleet had in some measure been repaired by the junction of gallies from Andros, Tenos, Eubœa, and other islands, and, therefore, still retained a decided superiority over that of Greece.

The fleet and army being again met, a council of war was held, to determine whether they should attack the Grecian fleet, or remain on the defensive. All the Commanders were for engaging, because they knew this advice was most agreeable to the king's inclination. The only person who opposed this resolution was Artemisia, Queen of Caria, a woman of extraordinary abilities, and masculine courage. She brought five gallies to the war, which were confessedly superior to any in the fleet, the Sidonian excepted. From an ardent desire to distinguish herself, she commanded her vessels in person; and having been regularly admitted to all the councils of war, she acquired in no slight degree the esteem of the Persian monarch, on account of the uncommon powers of her understanding, and the sincerity and boldness with which she delivered her opinions. Dissuading the king from an attack in his present circumstances, she urged the impolicy and dangerous consequences of engaging a people that were far more expert in maritime affairs than the Persians, alleging, that the loss of a battle at sea would be attended with the ruin of their army on shore, which could not subsist in so small a country as Greece, if by any misfortune it should lose the means of supply by sea. Whereas, by protracting the naval war, and advancing into the heart of Greece with the army, they would create jealousies and divisions among their enemies, who would separate from one another, in order to defend each of them their own country; and being thus disunited, the king might easily make himself master of Greece *. This advice, though extremely prudent and sagacious, was rejected; and it was determined to attack the Grecian fleet next morning.

"Among the ancients," says Mr. Mitford †, "for a naval engagement, a small space sufficed, in comparison of what modern fleets require; not only because of the smaller size of their vessels, but still more because of the different manner of fighting and working them. Our ships of war, very deep as well as large, and deriving motion only from the wind, with deep and open seas, want large intervals also between ship and ship. The ancient gallies, on the contrary, always light, however large, and, in action, worked by their oars alone, could form and move in very close order, and were not afraid of narrow seas. From their mode of engagement they also required comparatively little space. Our ships, whose artillery decides their battles, must bring their broadsides to bear upon the enemy; avoiding as much as possible to expose themselves in any other direction. They engage, therefore, according to the sea phrases, close hauled to the wind, and with the line of battle formed ahead. But the ancients, whose principal weapon was a strong beak of brass or iron projecting from the stem of the galley, advanced to the attack always with the line of battle formed abreast. The greatest advantage one galley could obtain over another was to bring its head to bear directly on the enemy's broadside; the next, to gain the means of an oblique impulse, which might dash away some of his oars. By the success of the former attempt a galley was often sunk; by that of the other it became unmanageable, till the lost or damaged oars could be replaced; and this gave opportunity for the more

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* Herodotus, lib. viii. c. 67. *et seq.*

† History of Greece, Vol. II. c. 8. sect. 5. Mr. Mitford is the most correct, elegant, and learned historian of Greece, that has yet appeared in any modern language.

decisive attack with the beak. Hence the importance of oars in action; by them alone attacks could be made, warded, or avoided in every direction. But Themistocles appears to have been the first to conceive the full advantage thus to be obtained. Missile weapons were much used by all nations; but it had been hitherto the great object of the Greeks to grapple ship to ship. The engagement then resembled an action by land; and the superiority of the heavy-armed soldier on the deck carried the day. It seems to have been partly on this account, that the Persian Commanders had added thirty men, of their best national troops, to the ordinary complement of heavy-armed, in every galley of their fleet; and they seem to have depended much on this increase of strength for certainty of victory. The discernment of Themistocles, apparently instructed by observation in the various actions off Artemisium, led him to a contrary principle; he would depend less upon arms wielded by the hands of individuals, than upon the vessel itself, as a combination of such weapons. It was, with this view, important to have his vessels light and unencumbered. He, therefore, reduced the complement of soldiers in each trireme to eighteen; of whom fourteen only were heavy armed, and four bowmen."

The Greeks, since their retreat from Artemisium, had received considerable reinforcements, so that their number of trireme gallies now amounted to three hundred and eighty. The force of the Persians has generally been estimated at between a thousand and twelve hundred; and however inferior in the size and quality of the vessels, "it cannot be doubted," says Mr. Mitford, "but that it exceeded, in the number of men which it bore, any naval armament ever assembled in the world."

A throne was erected on a conspicuous eminence to enable the Persian monarch to view the battle, and secretaries attended him to mark down the names of those who should distinguish themselves in the fight.

At day-break in the morning the hostile fleets were in motion *. The onset was vigorous on both sides. The Persians knowing they fought under the immediate eye of their sovereign, who would reward with magnificence, or punish with severity, advanced to the attack with great resolution. But the bay was too narrow for their whole force to come regularly into action; and in so small a space, the superior swiftness of the Phœnician gallies, and skill of their mariners, on which the Persians placed great reliance, could be exerted with little success. Their numbers served only to embarrass each other; and, after a short but severe contest, the fortune of the day was decisively in favour of the Greeks. The Athenians and Æginetans broke that part of the Persian line where the Phœnician squadron was stationed; and the Ionians, who were opposed to the Lacedæmonians, fled early in the engagement. To use the strong expression of the poet Æschylus, who was himself in the battle, "in a short time the sea itself became scarcely visible for the quantity of wreck and floating bodies which covered it." The utmost confusion prevailed in the Persian fleet: all the gallies which could disengage themselves fled; and those which were disabled either fell into the hands of the Greeks, or were sunk. The loss in men was prodigious; for the Persian vessels being chiefly manned by landsmen, unpractised in swimming, great numbers were drowned. The Greeks lost forty gallies; but the chief part of their crews either saved themselves on board other ships, or swam to the friendly shore of Salamis. According to Herodotus, the Admiral of the Persian fleet, Ariabignes, brother of Xerxes, and many other Officers of high rank, perished in the engagement. Two hundred gallies were sunk, and a great number taken, so that the Persian naval force in those seas was completely broken, and could never afterwards make head against the Greeks.

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* According to Dodwell (Annals of Thucydides), this celebrated battle was fought on the 20th of October, four hundred and eighty years before the Christian æra.

Among the anecdotes which ancient authors have recorded of this celebrated battle, the most curious, perhaps, is the conduct of Artemisia towards the close of the engagement. This heroine had distinguished herself in the fight by her resolution and bravery, which Xerxes observing, he is reported to have exclaimed: "The men behave like women, the women like men[*]!" When the rout became general, she was constrained to fly, and being closely pursued by an Athenian galley, hauled down the Persian flag, and substituted Grecian colours in its stead. The better to deceive the vessel in chase of her, she ordered the master of the galley to turn its beak against a Persian ship, which at one stroke was sent to the bottom. This action persuaded the Grecian Commander that the vessel he pursued belonged to his own squadron, he accordingly desisted from the chase, and Artemisia effected her escape[†].

The next morning the Greeks expected a renewal of the engagement, for the Persians had still a great superiority in numbers; but orders had been sent from Xerxes in the night for the fleet to retreat with all possible dispatch to the Hellespont, which were so well obeyed, that at day-break not a single Persian vessel was to be discerned. The Greeks pursued them as far as Andros, but not being able to come up with them, they returned to Salamis, where a division was made of the booty. According to the custom of Greece, the first offerings of the spoil were made to the gods. A trireme galley was dedicated at Salamis to the hero Ajax; another at the Sunian promontory, to Minerva; and a third at the Corinthian isthmus, to Neptune, the tutelar deity of the place. A statue, twelve cubits high, holding in one hand a galley's prow, and a brazen mast, adorned with three stars of gold, the gift of the Æginetans, whom the oracle declared to have behaved with most bravery in the action, were sent to the shrine of Apollo at Delphi *.

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[*] Herodotus, lib. viii. c. 88. Οι μεν ἄνδρες γεγόνασί μοι γυναικες· αι δε γυναικες, ἄνδρες. Justin says, lib. ii. c. 12. Artemisia regina Halicarnassi quæ in auxilium Xerxi venerat, inter primos duces bellum acerrime ciebat, quippe ut in viro muliebrem timorem, ita in muliere virilem audaciam cerneres.

[†] Polyœni Strat. lib. viii. c. 53. Herodotus relates the story somewhat differently; he says nothing concerning the change of the flag, and tells us that the galley sunk by Artemisia was commanded by Damasithymus, king of Calynda, in Lycia, with whom she was on ill terms. Polyænus informs us in the same place, that Xerxes sent Artemisia a present of Grecian armour, and at the same time to a Captain of his navy a distaff and spindle. Artemisia distinguished herself on other occasions; but as they are foreign to our subject, we shall only observe, that her death was remarkable as her life. Falling passionately in love with a man of Abydos, named Dardanus, who refused her suit, she repaired to Leucadia, the refuge of despairing lovers, and taking the famous leap, was killed. [Bayle, article Artemise.]

The fleet then proceeded to the isthmus, in order to confer the customary honours on him, who, according to the free votes of their chiefs, had performed his duty in the most exemplary manner. This ceremony was performed in the temple of Neptune, where the chiefs delivered their opinion in writing upon the altar of the deity. Each chief put his own name down in the first place; but a large majority of votes assigned the second place of honour to Themistocles, a circumstance which rebounded nearly as much to his honour as if he had been first on the lists, and confirmed the general opinion of Greece in his favour. From the isthmus Themistocles proceeded to Sparta, where he was received with extraordinary marks of attention and respect. The Lacedæmonians unwilling, through national vanity, to refuse their own Admiral Eurybiades, who had commanded in chief, the Aristeia, or first honours for bravery and general conduct, by a new compliment, adjudged to the Athenian Commander the prize of wisdom and maritime skill. Both Commanders were gratified with the honourable distinction of olive crowns. Themistocles was presented with a magnificent chariot, and at his departure from Sparta was attended to the confines of Laconia by a guard of three hundred Spartan knights, a testimony of regard and favour never, to the time of Herodotus, shewn to any other stranger †.

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* Herodotus, lib. viii. c. 122.

† Herodotus, lib. viii. c. 124.

It is now necessary to take a view of the immediate good consequences which resulted to Greece from the important victory of Salamis. The Persian army having no sufficient magazines for the support of its vast numbers, a few days after the defeat of the fleet was obliged to retreat hastily out of Attica. They fell back into Bœotia, and from thence shortly into Thessaly. Here Xerxes receiving the alarming intelligence that the Greeks designed to oppose his passage over the Hellespont, determined to withdraw into Asia with all possible dispatch. Three hundred thousand men were left behind under the command of Mardonius, to prosecute the war the ensuing summer, while the king, with sixty thousand chosen troops, retreated by hasty marches to the Hellespont. His bridges were broken down, but the shattered remains of his fleet was arrived, which conveyed him into Asia. The detachment which guarded him, marched back into Macedon, and the monarch proceeded to Sardis. The refuse of his army, in their retreat from Thessaly into Asia, suffered every hardship which the imagination can conceive. Almost destitute of every kind of provision, the soldiers were obliged to live upon grass, and even the bark and leaves of trees, which occasioned innumerable distempers among them, so that many whom famine spared, were carried off by disease.

The ensuing campaign was as glorious to the Greeks by land, as the former had been to them by sea. The Persian forces under Mardonius were totally defeated at Platæa, and the General himself killed. Forty thousand Persians under Artabazus, escaped into Asia; but the slaughter within their camp was prodigious, near two hundred thousand men, according to the computation of historians, having been slain by the victorious Greeks. Though military transactions do not fall within the limits of our work, yet we cannot deny ourselves the pleasure of relating an anecdote relative to the battle of Platæa, which has been justly celebrated by various writers. When Xerxes fled from Greece, he left the costly furniture, and rich gold and silver vessels of the royal ſent, for the use of Mardonius: these now fell into the hands of Pausanias, the Grecian Commander in Chief, together with most of the domestic slaves of the Persian General, whom he commanded to prepare a supper exactly as they would have done had Mardonius been living. The orders of the Grecian chief were diligently executed. A sumptuous entertainment was provided, in the usual style of eastern luxury and magnificence. Pausanias then directed his plain Spartan meal to be served by the side of the Asiatic repast, and sending for the principal Officers of the Grecian army, he said, "I have desired your company here, to show you the folly of the Persian General. Living as you see at home, he came thus far to take from us such a miserable pittance as ours *."

During the greater part of the summer the Grecian fleet had remained inactive at Delos; and that of Persia, afraid to venture into the open sea, on the Ionian coast. At length the Greeks were roused from their inactivity by the arrival of deputies from the island of Samos, intreating their assistance to deliver the Greek colonies of Asia from the tyranny of the Persian yoke, and promising to co-operate cordially with them, whenever the appearance of their fleet on the coast should countenance a revolt. They assured them, at the same time, that the Persian fleet which then lay at Samos might easily be destroyed, and intreated them not to lose so favourable an opportunity of ruining the naval force of the enemy. The Grecian Commanders, moved by these representations, and anxious to acquire glory, steered immediately for Samos; but the Persians having received information of their design, retired hastily with their fleet to Mycale, a promontory on the Ionian coast, where an army of sixty thousand men, the remainder of those Xerxes had brought out of Greece, lay encamped under the command of Tigranes. So unexpected was this movement of the Greeks,

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* Herodotus, lib. ix. c. 81. Ἄνδρες Ἕλληνες, τῶν δὲ εἵνεκα εγω υμεας συνηγαγον, Βουλόμενος ύμῖν τοῦδε του Μηδων Βασιλῆος την ἀφροσυνην δεῖξαι· ος τοῖηνδε διαιταν ἔχων, ἦλθε ἐς ἡμέας ουτώ οἴζυρην εχοντας ἀπαιρησομενος.

that a short time before the Persian Admiral had given permission to the Phœnician gallies to depart to their own harbours; and now filled with consternation at the approach of the enemy, the Persians drew their ships ashore upon the beach, and threw an entrenchment round them, which they also strengthened with palisadoes.

The Greeks arriving at Mycale, and finding the enemy's ships in this position, with a numerous army to protect them, determined, notwithstanding the inferiority of their numbers, to land, and attack them. The landing was effected without opposition on the part of the enemy; and the Greeks having formed themselves in the order of battle, attacked the enemy with such vigour, that they obliged them to fly to their entrenchments, and pursued them so close, that they entered the camp at the same time. When the enemy saw their entrenchments forced, the auxiliaries of their army fled; but the Persians resisted the Athenians with great bravery, until the Lacedæmonians, who, from the nature of the ground, had been obliged to take a circuitous route, came to the assistance of the latter. Then the Persians were overpowered, and mostly cut to pieces. Tigranes, the General of the land-forces, and two of the principal naval Commanders, were among the slain. Of the Greeks, Perilaus, Commander of the Sicyonians, was the only Officer of rank who fell. When the slaughter ceased, the Greeks, remaining quiet possessors of whatever the Persian camp and fleet had contained, carried on board their own vessels every valuable of easy removal, and then set fire to the rest, together with the ships, and the whole Persian fleet was burnt *.

Such was the conclusion of the famous expedition of Xerxes into Greece. After the battle of Mycale, the Persian monarch retired from Sardis to his distant capital of Susa, where abandoning himself to luxury and debauchery, he gave up the hope of being able to effect the subjugation of

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* Herodotus, lib. ix. c. 104. *et seq.*

Greece, a design which could scarcely have failed of success, had the Greeks neglected the advice of the oracle, or trusted to any other measures of precaution for their safety, than their *wooden walls.*

DESCRIPTION OF PLATE CXXXI.

THE portrait we now present to our readers, is, we are given to understand, a correct likeness of the late Captain HARVEY, whose Biographical Memoirs were given in our third volume.

We cannot refrain, on the present occasion, of thus publicly acknowledging the obligations we consider ourselves under to the family of the late Captain HARVEY, not only for the loan of the Painting (by Stuart), from which the present Engraving is made, but likewise for the many valuable communications, and uniform support we have received from them, ever since the commencement of our undertaking.

The following *errata*, that were printed in the Memoirs of Captain HARVEY, we request may be corrected.

VOLUME III.

Page 242 line 8 from the bottom, for Hamden, *read* Harnden.
5 for Carling, *read* Curling.
244 22 to, he immediately went on board, *add* the Terrible.
246 1 For welting, *read* wetting.
251 3 and 4, for December 1792, *read* September 1791.
252 21 For Montagne, *read* Montague.
253 20 For former, *read* latter.
259 ARMS.—Argent, on a chevron embattled gules, between three lions' gambs erased Ermines, three crescents Erminois.
CREST.—Two lions' gambs erased Ermines, supporting a crescent Erminois.
MOTTO.—*Esse quam videri.*
The marks expressing the killed and wounded should be prefixed to the names of Lucas * and Hurdis †.

CORRESPONDENCE.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR, *London, August* 12, 1803.

I TAKE the liberty to inclose you a paper on the subject of a *cure for the sea-scurvy*. It is a copy of a letter written during the last war by Sir William Young, and addressed to the First Lord of the Admiralty. As a discovery of so much real importance to mankind cannot be too generally known, and particularly to the readers of your valuable Work, I have to solicit a speedy insertion of it.

I am, Sir,
Your obedient servant,
MEDICUS NAUTICUS.

IN all former wars it has been invariably found, that the mortality of our seamen from disease, has far exceeded that of our loss by the enemy. The hospital and gaol fever, and sea-scurvy, are the grand destroyers of that valuable body of men; the first of these diseases can only be avoided by air, and a due attention to cleanliness, as has been repeatedly evinced in the India ships, where the disorder is so little known, that very crowded vessels have frequently reached the place of their destination without the loss of a man; and it is a pleasing circumstance to find, that the same means have produced equal benefits to our Navy. The second disease, namely, the sea-scurvy, is not so easily guarded against, and in its effects has been found not less destructive and fatal; nor ought we to be surprised at this, when it is considered, that men are impressed from ships arriving from long voyages, during which they have been living upon salt provisions, and their blood in a state highly scorbutic from the want of vegetable food. Various expedients have been adopted and introduced into use in our Navy to check the ravages of this truly formidable and cruel disease; but the best yet fallen upon have hitherto been found insufficient to subdue it, they have only proved at best weak palliatives. Experience has evinced, that the only certain cure is vegetable diet; and it has always been deemed impossible to have this desideratum in sufficient quantity for the purpose during long voyages. My discovery goes to obviate that difficulty. *I have found that desideratum*; and your Lordship will, doubtless, be astonished when I assert, that I can insure to the largest ship's company in the British

Navy, a living vegetable diet occasionally, at as easy and cheap a rate as their daily allowance of bread, and most certainly in sufficient quantity to admit of every person on board, diseased of the scurvy, being put entirely upon that diet, by the simplest of means.

The discovery with me is not new. The idea occurred to me in the course of last war, whilst I resided in a very distant part of the world, and at a time when I could not benefit my country by the communication of it. Perhaps, since I came home, I have been but too criminal in not making it sooner known.

In the country where I resided, India, we feed our horses with a species of vetch, the same as is done here with oats; Europeans call it by the general name of gram; the natives call it bhoot; it is of an heart-like shape, not grown in this, nor, I believe, in any country of Europe; though I am persuaded it would grow here, as it is produced in India only during the cold season. The Linnæan name of it, I do not know. Our grooms, before they give this grain to our horses, always steep it for several hours in water, in large unglazed earthen pots, till it swells, and begins to vegetate; an effect which is very soon produced in that warm climate. I have known it to split and put forth its bud in less than twenty-four hours in the hot season, in which state it is generally given to our horses, and is found to be a most heartening and nourishing food. If given dry, it is found to swell in the stomach, and to produce the gripes, or dry belly-ache.

When the vegetative or growing power is called forth and produced, this grain becomes *a living vegetable substance*, is raw to the taste, and has the flavour of the same grain in the pod, when it has acquired its mature growth, before it begins to ripen: and the same effect takes place with every other seed that I have yet observed, when it begins to vegetate and grow. But as we have not this species of vetch in this country, we must select some other grain, common to be had, as a substitute for it. I would make choice of white or grey pease, as coming nearest to bhoot or gram in quality, and as being the most wholesome and palatable, in a growing state, of any grain we have. I believe that wheat or barley might, in some measure, answer the purpose of a vegetable diet; but I have my doubts of their wholesomeness in a growing state, and I think them, besides, too small. We know that all sound corn, when steeped a certain time in water, will swell, and at length grow; it may then be said to be in its malting state, for this is the first process in making malt.

I would propose that every ship in our Navy bound on a long voyage, and every vessel employed in the transport service, should be supplied with some hogsheads of good sound dry pease; the casks should be put up as tight as possible to exclude air and moisture.

These should not be stowed in the hold, but in some other cool part of the ship, to avoid heating, lest the vegetable power of the grain should be called forth, which, if once excited and checked, cannot be reproduced, the living principle being extinguished and destroyed.

Next, let every ship be supplied with a certain number of kegs, or rather small tubs, of about two gallons each. Let these be filled about three-fourths with the grain you mean to use, say pease, and let sufficient water be poured over them just to cover them. They will soon begin to swell, and absorb the greater part of the water. When they are completely swelled, you may, if you think fit, drain the remaining water off by a small vent at the bottom; but I do not think this material to the purpose. In summer, I should suppose they will bud and begin to sprout in twenty-four hours; at latest, in eighty and forty; in a hot climate much sooner; and, I should imagine, where the thermometer is above the freezing point, in three or four days. In very cold weather the process might be quickened by keeping them in some warm part of the ship, only taking care not to exclude the air. These small tubs might be ranged on the poop in fine weather, and kept between decks when it blew hard, lest the spray and marine acid impede the principle of vegetation. When they have swelled and shot forth their buds, they are then in the state we wanted to bring them to; they are actually *a living vegetable*, and in taste will be found to resemble green-pease just arrived at their full growth, before they begin to ripen. In order to preserve the men from the scurvy, it might be advisable to give them one or two meals weekly of this food, which would have the flavour of green pease; but what would, perhaps, be still better, I would recommend that they eat it in its raw state, either alone, or with vinegar and mustard, as a sort of sallad. Should it be thought that a sufficient supply of this article could not be had to allow of such frequent meals for a whole ship's company, I would then confine it to those men only who exhibited any symptoms of incipient scurvy, and make it their only diet. I can have no doubt of its salutary effects, provided the principles I set out with, be acknowledged and admitted, that a vegetable diet, containing fixed air, is the only cure yet known for the sea-scurvy.

I flatter myself I have now succeeded in establishing what I asserted in the beginning of this letter, that I could put a ship's company upon a vegetable diet at as cheap a rate as they can be supplied with bread; and I think I have gone beyond it, as common grey, and even white pease, are, in most years, much cheaper; nor is the simple process I have pointed out, to be compared with the trouble and expence of making sea-biscuit. If unglazed earthen jars or pans were used, the process would be more certain, as the astringent quality of oak might be injurious to it. If the former should be objected to, as liable to be broken on board of ship, I would then recommend the use of elm tubs. Should any doubt be entertained of my principle, it may be easily ascertained by trying the experiment in a common flower-pot in a room. The only objection that occurs to me against it is, the additional consumption of water it would occasion, which, in long voyages, cannot always be spared. I feel the full force of this; but in an object of so much consequence as that of the health of our seamen, it ought to have but little weight, and any water left in the tubs or jars might be applied to the same process again, and after all need not be entirely lost, as it might serve for the purpose of boiling the salt provisions of the ship's company, which is now generally done with a mixture of salt and fresh water.

PARTICULARS OF THE WEIGHT OF AN EIGHTY GUN SHIP.

	lbs.	Tons.	lbs.
The hull	3,568,726	1593	406
The furniture . . .	437,520	195	720
Guns and ammunition . .	521,427	232	1747
Officers' stores . . .	66,559	29	1590
Provisions . . .	1,792,870	800	870
Men and ballast . .	1,795,361	801	1121
Sum	8,182,463	3652	1983

Weight of the Hull.

	lbs.	Tons.	lbs.
Oak timber . . .	3,200,802	1428	2082
Fir ditto	213,936	95	1136
Elm ditto	27,040	12	160
Carved and lead work .	4,651	2	171
Iron work	88,254	39	894
Pitch, tar, and paint . .	17,920	8	0
Cook-room . . .	16,123	7	443
Sum	3,568,726	1593	406

Weight of the Furniture.

	lbs.	Tons.	lbs.
Yards and masts	161,000	71	1960
Anchors	39,996	17	1916
Rigging	69,128	30	1928
Sails	32,008	14	648
Cables	73,332	32	1652
Blocks, pumps, and boats	62,056	27	1576
Sum	437,520	195	720

Guns and Ammunition.

	lbs.	Tons.	lbs.
Guns and carriages	377,034	168	714
Powder and shot	116,320	51	2080
Implements for the powder	6,500	2	2020
Ditto for crows and handspikes	21,573	9	1413
Sum	521,427	232	1747

Officers' Stores.

	lbs.	Tons.	lbs.
Carpenter's stores	20,187	9	27
Boatswain's ditto	21,112	9	952
Gunner's ditto	8,964	4	4
Caulker's ditto	5,200	2	720
Surgeon and Chaplain's effects	11,096	4	2136
Sum	66,559	29	1599

Provisions.

	lbs.	Tons.	lbs.
Provisions for six months for 700 men, with their equipage	858,970	383	1050
Water, casks, and Captain's table	933,900	416	2060
Sum	1,792,870	800	870

Weight of the Men.

	lbs.	Tons.	lbs.
Seven hundred men with their effects, including the Officers and their effects	316,961	141	1121
Ballast	1,478,400	660	0
Sum	1,795,361	801	1121

THE Editor of the NAVAL CHRONICLE is requested, if the enclosed Address meets with his approbation, to give it a place in his valuable Work.

VIS UNITA FORTIOR.

TO THE SURGEONS OF THE ROYAL NAVY.

GENTLEMEN,

I TAKE the liberty of addressing you as a body, in a cause common to us all.

The number now upon the office list is so large, that but a short experience is required to predict very many must find great difficulty in discovering fit places for practice ashore; and the liberality of Government, however expanded, can never enable us to bear the increased prices of all the necessaries of life, where there is a family to be maintained, in any way comfortable to the feelings of men liberally taught and liberally minded.

The first care of a parent is to provide sufficient food; the next is an anxiety of almost equal weight, to educate his children properly. In this country there prevails a laudable wish to enable the son to outdo the father; and amongst the gentlemen I am now addressing, whose education was expensive, of a superior sort, being of general benefit throughout the universe, this wish of producing pre-eminence in children cannot but be strongly impressed. Finding myself how incompatible with a short income such exertions are in an individual, I am in hopes of pointing out to my brethren, similarly circumstanced, easier means, by a mode accessible to us all.

My proposal is, to establish a school, or college, capable of maintaining 500 boys. A large house, with eighty or a hundred acres of good land, might be hired to begin with: less will not supply the table, which should be covered wholly, if possible, with home produce. The annual expenses to each scholar will be under sixteen guineas, including a jacket and long trowsers (both of cloth), cap, shoes, and linen.

The institution requires a governor; one person to manage the farm, another to direct the catering within doors; masters in the different branches of learning, and out door officers to overlook the boys at play. These, as well as a dispenser of medicines, might be found amongst ourselves for little more expense than their respective charges of board; and that little might come by dividing the pay of extra scholars, I mean those admitted to attend the schools, and not appertaining to the foundation. The menial servants to be employed also might be paid from this fund.

Such a well-meant endeavour to rear up our sons into profitable members of the empire will excite attention. It may hereafter be marked by royal munificence; but to deserve this, or any public indulgence, there must be first an effort in ourselves.

This hint is enough to induce all those who think with me, to declare their concurrence. By a line to their agents in London, such names may be transmitted, without expense, to the NAVAL CHRONICLE. No time will be lost by the writer in forming an outline to proceed upon, with or without correction, as may be decided by the majority of the first fifty subscribers. Yours, &c.

NAUTICUS.

NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

ANECDOTE OF SIR SIDNEY SMITH.

AT the battle fought near Alexandria, on the 21st of March 1801, in which the gallant Sir Ralph Abercrombie received his mortal wound, Major Hall, Aid-de-Camp to General Craddock, whilst going with orders, had his horse killed. Seeing Sir Sidney, he begged to mount his orderly man's horse. As Sir Sidney was turning round to bid him give it to Major Hall, a cannon-ball struck off the dragoon's head. "This," exclaimed Sir Sidney, "is destiny! The horse, Major Hall, is yours."

ANECDOTE OF THE LATE ADMIRAL CAMPBELL.

THIS gentleman, who had risen in the service merely by his own merit, was Captain of the Royal George, under Sir E. Hawke, at the defeat of Conflans's squadron, and being sent home with the intelligence of that memorable victory, Lord Anson, as they were going in his coach to carry the news to the king, said, "Captain Campbell, the king will knight you, if you think proper." "Troth, my Lord," said the Captain, who retained his Scotch dialect as long as he lived, "I ken nae use that will be to me." "But your lady may like it," replied his Lordship. "Weel then," rejoined the Captain, wittily, "his Majesty may knight her if he pleases."

IMPROMPTU.

THE fleet under Sir Edward Hawke, during its long cruises off Brest, had constantly been supplied with fresh provisions, vegetables, and porter; but after the defeat of M. Conflans, the weather became so extremely tempestuous, that the usual supplies could not be sent out, and it was necessary that the men should be put to short allowance, in consequence of which the following witty impromptu was written:—

Ere Hawke did bang
Monsieur Conflans,
You sent us beef and beer;
Now Monsieur's beat,
We've nought to eat,
Since you have nought to fear.

ANECDOTE OF CAPTAIN BURNABY AND ADMIRAL VERNON.

CAPTAIN Burnaby was a man extremely attached to exterior appearance, and aimed, on all occasions, at being the best dressed man in whatever company he mixed: he even carried this desire, on some occasions, to an height which exposed him to ridicule and the imputation of absurdity. Mr. Vernon, it is well known, was of a very different turn of mind; he, on the opposite direction, sunk his ideas of dress into a slovenly appearance, highly improper in an Officer of any rank, and truly reprehensible in a Commander in Chief, like himself, as well as derogatory to the decency of a gentleman. A meeting between two such opposite characters must have been not a little amusing, supposing them both to have had an opportunity of displaying their different inclinations. This actually took place, and in the following manner:—Mr. Burnaby, immediately after his arrival at Jamaica, proceeded, as is customary, to pay a visit of ceremony to the Commander in Chief. On this solemn occasion he equipped himself gorgeously in a suit of silk, or, as some say, velvet, very splendidly laced. The Admiral was, as was not uncommon with him, coarsely dressed in a very ordinary manner. When Mr. Burnaby was announced, Mr. Vernon rose from his escritoir with much apparent and pretended confusion, and hurrying into an inner apartment, put on a wig of ceremony, which having adjusted with pretended haste and embarrassment, he advanced towards Mr. Burnaby with great gravity, and desired to know his commands? When the latter informed him, with much precision and attention to form, "that he had the honour to command the bomb-vessel which had just arrived from England." Mr. Vernon, with a ludicrous and grotesque alteration of countenance, replied, "Gad so, Sir, I really took you for a dancing-master!" Certainly the coarse rudeness and reprehension of the Admiral was, to the full, as ridiculous as the finical attention to dress was in the other.

STORY OF A NEWFOUNDLAND DOG.

DURING a severe storm, in the winter of 1787, a ship, belonging to Newcastle, was lost near Yarmouth, and a Newfoundland dog alone escaped to shore, bringing in his mouth the Captain's pocket-book. He landed amidst a number of people, several of whom in vain endeavoured to take it from him. The sagacious animal, as if sensible of the importance of his charge, which in all probability was delivered to him by his perishing master, at length leaped fawningly against the breast of a man who had attracted his notice among the crowd, and delivered the book to him. The dog immediately returned to the place where he had landed, and watched with great attention every thing that came from the wrecked vessel, seizing and endeavouring to bring them to land.

CORRECTIONS OF THE LUNAR METHOD OF FINDING THE LONGITUDE. BY MR. REUBEN BURROW.

[*From the* ASIATIC RESEARCHES.]

THE intent of the following remarks is to point out an error in the usual practice of making the lunar observations, and another in the method of computation.

It is well known, that a little before and after the conjunction the whole hemisphere of the moon is visible, and the enlightened crescent seems to extend some distance beyond the dusky part. Now, having determined the longitude of a place from the eclipses of Jupiter's satellites, I took several sets of distances of the moon's limb from a star near the time of conjunction, both from the bright and dusky part of the circumference; and having calculated the results, I found that those taken from the dusky part were much nearer the truth than the others. The nature of the error evidently shewed, that the star had really been at some distance from the limb when it appeared to be in contact with it; and, as the error was a considerable part of a degree, I saw it would be of consequence to discover the cause of it; which, however, was obvious enough from *Newton's* principles, and may be explained as follows:—

Let A D be the diameter of the moon, and A the centre of a star in contact with the moon's limb: now as the enlightened part of the moon evidently appears to extend beyond the dusky part, let the concentric circle B C represent the moon's limb thus apparently magnified: then with the centre A, and the distance D C, describe a circle, which consequently will touch the moon's apparent circumference inwardly: now, as this last is a consequence of supposing the centre of the star to touch the circumference of the moon, exclusive of the deception, it follows, that *the proper method of taking the distance, is to make the star appear to touch the moon inwardly*.

But all the writers on this subject have particularly directed that the star be made to touch *outwardly*. Let B, therefore be the point of contact, and a the centre; the error then is Aa, or the sum of the apparent increase of the moon's radius, and the apparent radius of the star; this quantity, it is evident, will make a considerable error in the result; and errors arising from this source are more to be attended to, as they are not of a kind to be lessened by increasing the number of Observations. The same reason is applicable to the sun and moon, with very little alteration.

The distance of the moon from the sun or a star, at each three hours, is given in the Nautical Ephemeris; and the method of inferring the time for any intermediate distance, is by simple proportion: this would be just, if the moon's motion was uniform; but as this is not the case, the velocity should be taken into the account, as well as the space, in determining the time taken by the moon to move any given distance; and the proper measure of the velocity is such a quantity as has the same ratio to the space described, as three hours have to the time that has been actually taken to move the given distance. To find this quantity correctly, would require interpolation; but it will be sufficient in practice to find the time first by the common method, and then to correct the interval for three hours to that time, by taking a proportional part of the second difference of the moon's distance at the beginning of each three hours, supposing the first differences to answer to the middle of each interval.

The last correction, though not so considerable as the first, will often bring the result nearer to the truth by three, four, five, or six miles, and sometimes more, which in geographical determinations is of consequence; and, by paying attention to those and some other causes of error, the results in general will be much nearer to the truth than is usually imagined. It is common to throw blame on the imperfections of the Lunar Tables, but it would be much more properly applied to bad instruments and bad observers.

ANECDOTE OF THE EARL OF CLONCARTIE.

WHEN this nobleman was Captain of a man of war, and cruising off the coast of Guinea, he happened to lose his Chaplain, who was carried off by the yellow fever; upon which the Lieutenant, who was a Scotchman, gave him notice of it, by saying at the same time, "that he was sorry to inform him that he died a Roman Catholic." "Well, so much the better," said his Lordship. "Hoot awa, my

Lord, how can you say so of a British clergyman?" "Why," says his Lordship, "because I believe I'm the first Captain of a man of war that could boast of a Chaplain who had any religion at all."

INVINCIBLE ARMADA.

IT is well known that Walsingham, Secretary of State to Queen Elizabeth, carried the system of espionage farther than it has ever been pushed by succeeding Ministers, and his country was greatly benefitted by the information which he thus obtained. He is said to have discovered the designs of Philip II. against Elizabeth in the following manner:—He had intelligence from Madrid, that Philip had told his Council, he had dispatched an express to Rome, with a letter, written with his own hand, to the Pope, acquainting him with the true design of his preparations, and asking his blessing upon it; which, for some reasons, he would not disclose to them, till the return of the courier. The secret being thus lodged with the Pope, Walsingham, by the means of a Venetian priest, retained at Rome as his spy, got a copy of the original letter, which was stolen out of the Pope's cabinet, by a gentleman of the bed-chamber, who took the keys out of the Pope's pocket while he slept.

POOR KNIGHTS OF WINDSOR.

IN addition to the eighteen decayed gentlemen who, under this title, have a handsome stipend and apartments in Windsor Castle, Mr. Samuel Travers, by his will of 1724, made similar provision for seven superannuated Lieutenants of the Royal Navy; but the legal objections of his relations prevented those benevolent intentions from being till now carried into effect. The royal castle not presenting a proper scite for the necessary buildings and establishment, his Majesty was graciously pleased to fix on a spot below the Castle-hill, on the north-side, and nearly adjoining the foot-way into the castle, called the Hundred-steps, where a very neat and handsome brick-building, consisting of seven houses, and behind them a large dining-room, with a kitchen, and the necessary appurtenances thereto, have been erected; the garden-walls and other conveniencies are not yet completed; but six of the Knights have lately come to inhabit their new houses. Among them are, Lieutenants Hogarth, Allen, Wilbie, and Fenton. The office of Governor appointed by the Bill, is filled at present by Mr. Hogarth; the other Knight is not yet appointed. These Knights, who are to live single, receive an annuity of sixty pounds, and, according to the will of the donor, are to dine together daily in the common dining-room before mentioned. The nomination of Lieutenants proper for this institution is vested in the Commissioners of the Navy and Admiralty, and their appointment is in his Majesty.

THE

FIRST REPORT OF THE COMMISSIONERS OF NAVAL INQUIRY.

[Continued from page 51.]

WE discovered, in the course of our examination of Mr. Charles de Coetlogon *, late Naval Storekeeper at Saint Domingo, that Mr. James Dick had been concerned in a traffic of spurious coin: we, therefore, called upon the Right Honourable the Lords Com-

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* *The Examination of Mr. Charles de Coetlogon; taken upon Oath, the 12th of February* 1803.

Between what periods was you Naval Officer at St. Domingo?—From the 22d of May 1797 to December 1798.

By whom was you appointed?—By Sir Hyde Parker, on the 22d of May 1797.

Under what instructions did you act?—Under his instructions.

Had you the general printed Instructions for the government of the Officers of the foreign yards?—I received from the Navy Board the general printed Instructions about thirteen months after my appointment, but I had, prior to that time, received occasionally written orders from the Navy Board.

What Instructions did you receive from Sir Hyde Parker on your appointment?—There was no Storekeeper at St. Domingo prior to my appointment, and it had been customary, for the convenience of the service, for the ships coming up from Jamaica occasionally to bring stores for the use of the squadron, which were deposited on board the Adventure. When the Commander in Chief gave me my appointment, he directed a survey to be made on the disposeable stores on board her; which being done, I took charge of them. I had no Instructions but my appointment to take charge of the stores, and occasionally afterwards such directions as the Admiral saw necessary.

What proportion did the currency of St. Domingo bear to the money of this country while you was at that place?—140*l.* currency to 100*l.* sterling.

How did you procure money on your bills upon the Navy Board?—I received a very small balance from Mr. Osborne, on my taking charge, and I made inquiry at the Mole respecting the exchange; and finding that there would be a loss of seven and a half *per cent.* in the negociation of Government bills at St. Domingo, I made a representation of the same to Sir Hyde Parker, the Commander in Chief, and at the same time stated to him, that there were one or more cases of money on board the Adventure, said to be the property of Mr. Dick, Naval Officer at Jamaica. I received his directions, as did also Captain John Whyte, for opening the said case or cases, and, in the event of their being found to contain the current coin of the country, that I should appropriate such sums as I might deem necessary to the use of the public service, drawing bills in favour of the said Mr. Dick, for such amount, on Captain Whyte giving me his certificate for the sum so appropriated; the case or cases missioners of the Admiralty, and the Navy Board, for the papers relating to that transaction *; by which it appears, that two boxes containing base money, had been found on board his Majesty's ship Adventure, at St. Domingo, addressed to Mr. Dick, as Naval Store-

were accordingly opened in the presence of Captain Whyte and myself, and a report was made by Captain Whyte to the Commander in Chief, that they contained spurious coin unknown, and as such of no use. I have since understood that they were in imitation of the coin current in some of the windward Islands; and that a representation of this circumstance was made by the Commander in Chief to the Admiralty, and samples of the money sent with it. What became of the money I do not know.

In consequence of this, I pointed out to the Commander in Chief the expediency of procuring money from Jamaica, understanding the exchange there was generally in favour of Government bills; and by his direction I pursued that method for effecting the payment of the contingencies of the service.

Who negociated your bills for you at Jamaica?—Messrs. Willis and Waterhouse.

At what rates of exchange were they negociated?—Sometimes at par, but more generally from seven to ten *per cent.* premium.

Did Messrs. Willis and Waterhouse charge any commission for negociating your bills?—They might have deducted it from the premium, but it was never specifically charged.

Did you give Government credit for the full exchange or premium received by you on your bills?—Yes.

Under what Instructions did you consider yourself bound to give Government credit for the premium on your bills?—By none that I recollect to have observed in the printed Instructions, or in any written ones that I ever received.

Why did you give Government credit for the premium?—When I came to close my accounts for the West Indies, and perceived that credit was given to me, I conceived Government would call on me to account for it.

Are the Instructions now shown to you a copy of those under which you acted?—I believe them to be a copy of those under which I latterly acted.

Do you not conceive, by the 13th article of those Instructions, directing that the Naval Officer shall procure money at the best rate of exchange, and that the public shall constantly receive the benefit of the exchange, that the Naval Officer is thereby obliged to bring the premium to account?—Yes; on now reading that article I conceive that the words "best rate of exchange" mean either the premium or discount on the bills negociated.

Did you, while at St. Domingo, ever hear of the cause of Mr. Smith's dismissal as Naval Officer at Jamaica?—Never.

In whose favour were bills for specie drawn by you as Naval Officer at St. Domingo?—Those for money received from Jamaica, in favour of Messrs. Willis and Waterhouse; those for money obtained at St. Domingo, in favour of Mr. Donaldson, Admiral Bligh, Mr. James Lukin (brother to Captain Lukin), and Drummond and Co. for Sir Hyde Parker.

On the bills drawn by you for specie at St. Domingo, did you receive any premium?—Yes; on two bills for 5000*l.* drawn in favour of Mr. Donaldson, I received seven *per cent.* the others were given at par.

keeper at Jamaica; in one of which was a letter from the manufacturer at Birmingham, with his bill, amounting to 100*l.* 15*s.* and stating, that he had sent him a pattern johannes, and some two-sous pieces, which it was hoped would answer his purpose; and by a

State the amount as near as you can of the other bills, and from whom you received money for them.—The amount of bills given to Admiral Bligh is, I believe, 1000*l.*; to Captain Lukin, I believe, 2000*l.*; to Sir Hyde Parker, 1770*l.*; the money for the latter I received from Mr. Osborne, and for the former from the parties. These bills were drawn at different periods, and, at the times of drawing, the terms appeared to me as advantageous as I could procure money for Government.

Did you pay any and what rate of freight on the public money brought to you as Naval Officer at St. Domingo, from Jamaica?—I paid two and a half *per cent.* upon the whole to Messrs. Willis and Waterhouse, who accounted to the respective Admirals and Captains for the same; the freight upon the whole money from Jamaica amounted to 321*l.* sterling, and the premium upon the whole to 1331*l.* sterling.

Was such freight deducted in your cash accounts transmitted to the Navy Board?—I charged it in my accounts, but it not being within the authority of the Navy Board to allow, it was referred to the Admiralty, who have allowed me only one *per cent.* but I have since stated the nature of the whole transaction to the Admiralty Board, and have transmitted to them the bills of lading to prove the payment: I am not yet acquainted with their determination.

By whose authority or direction was the rate of freight fixed at two and a half *per cent.*?—I was directed to pay such freight as was usual and customary, by Sir Hyde Parker, the Commander in Chief, and in closing my accounts with Mr. Waterhouse, he made that charge as being what was usually paid by the army and other persons.

Was you acquainted with such charge until you settled your account with Mr. Waterhouse?—Quite so.

CHARLES DE COETLOGON.

Chs. M. Pole:
Ewan Law.
John Ford.
Henry Nicholls.

The Examination of Mr. Charles de Coetlogon, continued on the 15*th of February* 1803.

Did you ever receive a warrant from the Navy Board, confirming Sir Hyde Parker's appointment?—No; but I understand that Lord Spencer had confirmed the appointment.

You have said, it was thirteen months after your appointment that you received the general printed Instructions from the Navy Board for your guidance; do you apprehend such Instructions were sent to you as soon as the Navy Board knew of your appointment?—Yes, I do; those I received were duplicates; the originals, I apprehend, were captured.

Where was you when you closed your accounts for the West Indies?—In England; I came home in consequence of ill health; I believe the whole of my reference to a passage in the letter, it appears that it was not the first transaction of the kind in which he had been concerned. Mr. Dick pretends to have acted in this business only as an agent for a person then deceased. We thought it proper to make some inquiry

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accounts were delivered in within five months after my arrival, which was about the latter end of December 1798, or beginning of January 1799; they are investigated, but not yet finally passed.

Can you speak positively to the amount of the premium on the bills drawn by you as Naval Officer at St. Domingo?—I believe the aggregate amount, as carried to the credit of Government in my accounts originally delivered in, to be correct.

How did you give Government credit for such premium?—In two gross sums; viz. premium on bills negociated at St. Domingo, and premium on bills negociated at Jamaica; not having documents by me to refer to, to enable me to state accurately the premium on each bill.

Have you since been called upon for a more particular account; by whom, and when?—I have been called upon by the Commissioners of the Navy, in their letter of the 11th instant, to state the particular premium on each bill.

Is the account now shewn you from the Navy Office, signed "Osb. Standert," and dated the 14th of February 1803 a correct account of the bills drawn by you, and of the premium which you have given Government credit for?—I believe the account, as it relates to the bills drawn, to be correct; but I gave Government credit for the premium upon a bill drawn in favour of Alexander Donaldson, for 3000*l.* at seven *per cent.* amounting to 210*l.*, which is not stated in this account.

CHARLES DE COETLOGON.

Chas. M. Pole.
Ewan Law.
John Ford.
Henry Nicholls.

* SIR, *Adventure, Cape Nichola Mole,* 13*th of June* 1797.

I beg you will be pleased to communicate to the Right Honourable the Lords Commissioners of the Admiralty, that Mr. de Coetlogon, Storekeeper at this port, being in want of money to pay the current expences of the squadron, represented to me that no cash could be procured here under the enormous discount of seven and a half *per cent*; but that there were two boxes, supposed to be money, belonging to Mr. Dick, Storekeeper at Jamaica, on board the Adventure store-ship, which he begged my permission to make use of. In consequence of this representation, I ordered him to cause the said boxes to be opened in the presence of Captain Whyte, and if found to contain money, Mr. de Coetlogon was to make use of it, and send bills to Mr. Dick for the Amount. The result will be best explained by the inclosed copies of letters from Captain Whyte and Mr de Coetlogon, together with one from the manufacturer at Birmingham, which was found in one of the boxes.

Although this money is not of a specie that is current at Jamaica, it was nevertheless intended to be issued, and what, as appears by the letter found in the box, Mr. Dick seems to have been accustomed to. At any rate, the appearances of fraud intended to be practised are so strong, that I have judged it my indispensible duty to represent it to their Lordships for their decision, subinto this matter, though not directly connected with his official conduct, that it might be known such practices did exist, and ought to be prevented.

That the agents of Government should be interested, or, as it is termed, stand to the rise or fall of the exchange, is highly improper;

mitting it to their consideration, whether, in order to discover the amount of the base coin transmitted to Mr. Dick at former periods, as well as to other persons, it may not be proper to have the person of the manufacturer secured, and him strictly examined.

By the Mermaid I shall transmit a duplicate of this, with samples of the copper coin, as well as the johannes which the maker sent to Mr. Dick for his approval. I have likewise acquainted the Navy Board herewith, and am, &c.

HYDE PARKER.

P. S. In case it should be their Lordships' pleasure to dismiss Mr. Dick for this nefarious conduct, I beg leave to recommend Mr. de Coetlogon as a proper person to succeed him.

To Evan Nepean, Esq.

(INCLOSURES.)

SIR, *Adventure, Cape Nichola Mole, 2d June* 1797.

In compliance with your letter of this day's date, I have desired Mr. de Coetlogon, Naval Storekeeper at the Mole, to open two cases, supposed to contain money belonging to James Dick, Esq. Naval Storekeeper at Jamaica; but, in the presence of Mr. de Coetlogon and myself, find the contents a spurious coin, unknown to me, I have therefore thought proper to send a sample (three of each), together with a paper, directed to James Dick, Esq. found in case, No. 1. I am, &c.

JOHN WHYTE.

To Vice-Admiral Sir Hyde Parker,
Commander in Chief, &c. &c.

SIR, *Adventure, Cape Nichola Mole, 2d June* 1797.

In pursuance to the directions signified to me in your order of this day's date, the cases of money belonging to Mr. Dick, Naval Officer at Jamaica, have been opened in the presence of Captain Whyte, of his Majesty's ship Adventure, and have been found to contain as follows, viz.

Case, No. 1. D. Containing sixty-two papers of a coin supposed to be stampees, and four papers of a copper French coin (two-sous pieces.)

Case, No. 2. D. Containing sixty-two papers of a coin supposed to be stampees.

As I believe neither of the coins to be current in this island, I have, therefore, to request you will be pleased to give me directions for my further proceedings. I am, &c.

CHARLES DE COETLOGON.

To Vice-Admiral Sir Hyde Parker,
Commander in Chief, &c. &c.

it may be well supposed that this neither has nor will be done, for any length of time, but to the disadvantage of the public; however, to serve a present purpose, it may be pretended, where the exchange is seldom below par, an agent would not venture to forego constant and

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James Dick, Esq.
To William Bullock.

September 1795.

124 papers of stampees, five gross in each, at 3*s.* 3*d.* per gross, 100*l.* 15*s.*

SIR,

The above I hope will meet your approval, being a close imitation of the pattern *sent*, and a different composition to those *you had before*. I observe in your letter, you say you was to have the stampees at 3*s.* per gross; I never can afford them to you at that price; it was 3*s.* 6*d.*: I have now let you have them as low as I can afford them, 3*s.* 3*d.* I have inclosed in box, No. 1, four papers of two-sous pieces; expect you will find them answer your purpose. I have had application from St. Kitt's, Tortola, and Martinico, but not liking the mode of payment, have not executed those orders. Thought it might be as well to send you a few to try them. The inclosed joe I send for a sample, the value of this 4*s.* 6*d.* (gold), at 23*s.* 9*d.*: it is well executed: this has been worn in the pocket. Two-sous pieces, 3*s.* per gross. Have inclosed you a few newspapers; they may afford you some amusement in that part of the world.

Your future favours will be attended to.

Bristol-street.
Your most obedient servant,
WM. BULLOCK.

SIR, *Admiralty-Office, 24th of July* 1797.

Vice-Admiral Sir Hyde Parker having, in his letter of the 13th ultimo, transmitted to me copies of three letters, relative to two boxes of counterfeit coin, addressed to you, which appear to have been made by your order; I am commanded by my Lords Commissioners of the Admiralty, to send you herewith copies of the Vice-Admiral's letter, and its inclosures, and to signify their Lordships' direction to you to explain to me, for their information, the circumstances attending the very extraordinary proceeding therein mentioned.

I am, &c.
EVAN NEPEAN.

To Mr. Dick, Naval Storekeeper
at Jamaica.

SIR, *Adventure, Cape Nichola Mole, 23d of June* 1797.

In addition to my letter of the 13th instant, relative to the Birmingham money belonging to Mr. Dick, I now send you, for the inspection of the Right Honourable the Lords Commissioners of the Admiralty, samples of the coin called stampees, together with the pattern johannes, which the maker values at 4*s.* 9*d.*, for which the maker charges 3*s.* 3*d.* per gross. The coin of this part of the world which goes by that name, passes for and is really valued at 1½*d.* sterling each, of course a gross, or 144 in number, amounts to 18*s.* sterling, leaving Mr. Dick a profit on his spurious coin of 14*s.* 9*d.* a gross, or very nearly 500 *per cent.* The two-sous pieces, bearing the same rate of profit, have also inclosed samples thereof. I am, &c.

HYDE PARKER.

To Evan Nepean, Esq.

large profits, by claiming a reimbursement of casual and trifling losses; but should any change of circumstances render the discount or loss on bills considerable and permanent, a regard to private interest will never fail to shift the loss from the individual to the public. At

SIR, *Adventure, Cape Nichola Mole, 16th of July* 1797.

Mr. Dick, Naval Storekeeper of his Majesty's yard at Jamaica, having transmitted me a letter in vindication of his conduct respecting the Birmingham coin, mentioned in my letters of the 13th and 23d of last month, I have inclosed the same herewith, which I am to desire you will be pleased to lay before the Right Honourable the Lords Commissioners of the Admiralty for their decision. I am, &c.

To Evan Nepean, Esq. HYDE PARKER.

SIR, *Navy-Office, 14th August* 1797.

Vice-Admiral Sir Hyde Parker having acquainted us that he has sent to the Lords of the Admiralty the johannes mentioned in his letter to you of the 13th of June last, and inclosed to us samples of the coin called stampees, and of the two-sous pieces, which were found in the box, addressed to Mr. Dick, Naval Officer at Jamaica, we send you herewith samples thereof for their Lordships' information. We are, &c.

CHS. HOPE.
To Evan Nepean, Esq. J. HENSLOW.
GEO. MARSH.

GENTLEMEN, *Admiralty-Office, 15th August* 1797.

Having communicated to my Lords Commissioners of the Admiralty your letter to me of yesterday's date, inclosing samples of the coin called stampees, and of the two-sous pieces, which were found in the box addressed to Mr. Dick, Naval Officer at Jamaica, I have their Lordships' commands to signify their direction to you to call upon Mr. Dick to account for his conduct in respect to this transaction. I am, &c.

To the Navy Board. EVAN NEPEAN.

SIR, *Navy-Office, 29th August* 1797.

Having received a letter from Captain John Dick, on the subject of the representations made by Vice-Admiral Sir Hyde Parker to the Right Honourable the Lords Commissioners of the Admiralty, and this Board, respecting two boxes addressed to his father, as Secretary to Sir John Laforey, supposed to contain counterfeit coin, &c. stating some circumstances relative thereto, in order to remove any ill impression we may have formed against his father's conduct; we herewith send you a copy of the said letter for the information of their Lordships. And are, &c.

CHS. HOPE.
To Evan Nepean, Esq. J. HENSLOW.
GEO. MARSH.

GENTLEMEN, *London, 25th of August* 1797.

Understanding that representations have been made by Admiral Sir Hyde Parker, Commander in Chief of his Majesty's ships on the Jamaica station, to all events, it is a secret and underhand dealing, always to be discouraged: how far it really did prevail in the case before us, we have not been able to ascertain: it appears by the evidence, that the exchange on Government bills was never at a discount, during the period

the Lords Commissioners of the Admiralty, and to your Board, respecting two boxes addressed to my father, as Secretary to Admiral Sir John Laforey; which boxes he has thought proper to break open, and send to England under a supposed idea that my father had ordered a base and counterfeit coin to be sent him, to be passed by him, in his official capacity of Naval Storekeeper at Jamaica, among the workmen of the yard; I feel it a duty incumbent on me, in my father's absence, to state the circumstances attending those boxes being sent out to him, to rescue his character from an imputation equally untrue and undeserved.

The boxes appear to have been ordered early in the year 1795, and sent out in August or September following; they were first shipped in the Commerce de Marseilles, one of Sir Hugh Christian's fleet, which ship being driven back by stress of weather, and being incapable of proceeding on her voyage, the boxes were relanded; since which they have been several times put on board other ships, which have not proceeded on their voyages; and have at length reached St. Domingo in the Adventure, where the Admiral has thought proper to detain them. It appears by the manufacturer's letter, which I herewith inclose, that the sending out stampees to the West Indies is a traffic perfectly common and openly carried on; and it is notorious that they would not be able to make the necessary payments in the Leeward Islands without large exportations of them constantly from England. With respect to the joe, it was sent entirely without any directions, and consequently nothing can attach to my father's character on that account; moreover, he could have had no intention of passing base joes among the workmen or others at Jamaica, as every one who has been in that world knows, that money of that description only passes there by its weight, although they are not so particular in that respect in the Leeward Islands, which was the reason of the manufacturer's putting up the joe pattern, as my father was then at Martinico.

I have to request you will be pleased to represent the case to my Lords Commissioners of the Admiralty, in order to remove any ill impression which they may have against my father, in consequence of the representations of Sir Hyde Parker. I am, &c.

JOHN DICK.

To the principal Officers and Commissioners
of his Majesty's Navy.

Captain John Dick.

SIR, *London, 25th August*, 1797.

In consequence of your application to me for an explanation of the transactions which have passed between your father, Mr. Dick, late Sir John Laforey's Secretary, and myself, relative to some Negro money called stampees, or black dogs, which I sent him to the West Indies, about two years and a half ago.

Sometime in 1794, or the beginning of 1795, I received a letter from Mr. Dick, dated in Martinique, requesting me to procure and send him some negro West India coin; in consequence thereof, I procured from Mr. Stulheuse, in

Mr. Dick acted as Storekeeper, whilst the premiums have fluctuated between 2½ and 17½ *per cent.*

This custom of standing to the profit and loss by the exchange, is stated by Mr. Smith in his evidence; and in the Navy Board's war-

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August or September following, and sent him 124 papers, five gross in each; in one of the two cases in which they were packed, Mr. Stulhouse sent as samples for Mr. Dick's perusal, but without orders, two patterns of a two-sous piece, and one of a joe; all of which he was in the habit of shipping for the Leeward Islands, from whence he received considerable orders. Since the above-mentioned transaction, I have never either seen or heard from Mr. Dick, or has he ever acknowledged the receipt of them. They were shipped in Admiral Christian's fleet, of course thought they were long since received, and am perfectly astonished to hear of the stoppage of them, it being as regular and constant a traffic to the West Indies as any other article from London, Liverpool, Bristol, and Falmouth, and insured as such at Lloyd's Coffee-house; had it been considered otherwise, I am persuaded your father would never have ordered them, or would I execute any commission by which either his or my character could be impeached.

Upon inquiry I am confident you will find not only the transaction perfectly legal, but a matter of necessity: the want of negro money in the French Leeward Islands has been of great loss and inconvenience during the war. I am, &c. WILLIAM BULLOCK.

SIR, *Admiralty Office, 1st September, 1797.*

The Navy Board having transmitted to my Lords Commissioners of the Admiralty a copy of a letter from Captain Dick on the subject of your representations to their Lordships and that Board, respecting two boxes addressed to his father, as Secretary to Sir John Laforey, supposed to contain counterfeit coin, &c.; I am commanded by their Lordships to send you herewith transcripts of the said letter, and of one referred to therein, for your information. And am, &c.

To Vice-Admiral Sir Hyde Parker, EVAN NEPEAN.
Jamaica.

SIR, *Jamaica, 20th October, 1797.*

I have received your letter of the 24th of July last, with copies of three letters transmitted to you by Vice-Admiral Sir Hyde Parker, relative to two boxes of counterfeited coin addressed to me, which appears to have been made by my order, and signifying the directions of the Lords Commissioners of the Admiralty to me to explain to you, for their information, the circumstances attending the very extraordinary proceedings therein mentioned; and in answer, I beg leave to acquaint you, that as I cannot fulfil their Lordships' directions so correctly in any other way, I have taken the liberty to inclose a copy of my letter to the Commander in Chief (in answer to his, No. 1.) setting forth in the most candid manner, the circumstances attending that transaction, to which it now appears, by the Vice-Admiral's letter to you of the 13th of June, rant to Mr. Dick, it is allowed to have been the practice, until they supposed it had been put an end to by their warrant of the 4th of September 1795. Upon this practice, so mentioned in the Navy Board's warrant, Mr. Dick builds the defence of his conduct; yet we

necessary for me to add, that the whole value of the counterfeited coin, exported by my order, previous to June 1795, when those boxes were ordered, was 22*l.* 1*s.* sterling; and to express my most anxious hopes, that it is evident by the manufacturer's letter, found in one of the boxes addressed to me, that the two-sous pieces and the johannes therein mentioned, were not ordered by me directly or indirectly; that their Lordships will believe me, when I do most solemnly assert to you, that I had no other interest or advantage in exporting those stampees than that of serving the very meritorious and valuable Officer mentioned in my letter to the Commander in Chief.

That I did not, in June 1795, when I ordered that counterfeit coin to be exported to Martinico, or do I now know that I acted therein contrary to the laws of my country or its colonies, as even until the time of my leaving Portsmouth last November, Birmingham johannes were sold openly in every silversmith's shop there, and those as well as the stampees were as openly imported and circulated at Martinico when I arrived there last January, in my way to this island: if, notwithstanding, I have acted contrary to any law, I trust my ignorance thereof, my motives for committing such an error, my forty years' services with an unblemished character, as appeared to their Lordships by the various testimonials produced to them when they were pleased to give me my present appointment, and the correctness and propriety of my conduct since I have held it, for which I beg leave to appeal to the Navy Board, as well as to Sir Hyde Parker, if necessary; will, I flatter myself, induce the Lords Commissioners of the Admiralty to see the transaction in question in a less unfavourable light than the Commander in Chief has done. I am, &c.

To Evan Nepean, Esq. JAMES DICK.

SIR, *Adventure, Cape Nichola Mole, 8th June,* 1797.

The storekeeper here having an immediate want of money, and being informed that there were two boxes on board the Adventure storeship, directed for you, supposed to contain money, I gave an order to Mr. de Coetlogon to open those boxes, in the presence of Captain Whyte; and in case of finding money therein, he was directed to make use of it for the payment of the artificers, sending you bills for the amount. The result I send you, as reported from Captain Whyte and Mr. de Coetlogon, with a copy of a letter bearing your address, found in one of the boxes; the original, although much obliterated, I think proper to retain. From the species of money, it does not appear it could be made use of here; but the whole appears of so black a nature, that I feel it my duty to state the facts to the Admiralty, and the Navy Board, taking care to secure the boxes of money, to guard from circulation base money, which would be a fraud on the public. I am, &c.

HYDE PARKER.

To James Dick, Esq.

find, by looking back only to the year 1781, that the sum of 40,000*l.* was sent out in specie to Jamaica by Government, and that 5000*l.* was remitted to the Naval Storekeeper in December of the same year; a proof that such practice had not been invariable or of long stand-

SIR, *Jamaica*, 19*th June*, 1797.

I have received your letter of the 8th instant, inclosing a report of a survey held on two boxes found on board the Adventure, bearing my address, a copy of a letter to you from Captain Whyte, and a copy of an original letter retained in your possession with those boxes, and I am very sorry that the business should come before you in such a questionable shape, as to warrant any unfavourable construction of my conduct; but I trust that when you have perused the detail of facts here offered for your consideration, and in extenuation of that conduct, you will not think it necessary to make the representations mentioned in your letter. In the first place, Mr. Bullock's letter shows that a traffic in such base metal is carried on in the islands therein mentioned; and although I never had any interest in them myself, I have seen such pieces in circulation as small change, as well in Antigua as Martinico, particularly in the latter, where I believe they are openly imported as merchandize.

Mr. Alexander Norval, who was carpenter of the Trusty, and came from the Leeward Islands in that ship with me in 1793, was, in June 1794, removed to the Boyne, in consequence of the recommendations of my friends to Sir John Jervis, who, upon the capture of Martinico, appointed him Master Shipwright at Fort Royal, where he died in September 1795. This worthy man, whose conduct entitled him to the good offices of all men who knew him, having, previous to his sailing in the Boyne, heard that this sort of coin was manufactured and sold at Birmingham, formed a design of carrying some out with him; but, not knowing the means of procuring them, he requested me, as I was idle in town, to find it out for him, and, if the expedition against Martinico succeeded, to send him out some. I had no difficulty in finding out the manufacturer, from whom I ordered the quantity first mentioned in his letter, and sent them to Norval, who paid me for them upon my arrival at Martinico, in June 1795, with Sir John Laforey, and he at the same time again requested me to write to Bullock, through my agent, for the quantity now in those boxes, and also that they might be directed to me for their better security, as he imagined. They were ordered accordingly, as appears by Bullock's letter, and paid for on my account, and put on board the Commerce de Marseilles, then one of Admiral Christian's squadron; that ship put back to Plymouth, where those boxes lay until November last, when I had them brought from thence, and, among other things, put on board the Janus, by Captain Bissett's permission, in order to be landed at Martinico, where it was then supposed that ship would touch, and I at the same desired her First Lieutenant, who had taken particular charge of my baggage, to open the boxes to satisfy his Captain they contained neither money or bullion. That ship not stopping at Martinico, occasioned those boxes being on board the Adventure, to wait for conveyance to Mr. Martyr, at Martinico, *he being executor to Mr. Norval*, and to whom I had ordered them to be directed, as appears by copies of letters which I have now sent to Mr. de Coetlogon for your perusal, if necessary; and I can only add, that if either the law of England, or the colonies, has been infringed by the part I have taken to serve a worthy man, I was perfectly ignorant that ing; so that a prescriptive right from established custom cannot be with propriety pleaded, especially when it is taken into consideration, that a contrary practice prevailed at the other stations; and we can discover no reason which should have taken the Storekeeper at Jamaica out of the common rule, and have given him such extraordinary advantages.

We have before stated, that the consideration of the premium on bills drawn from Jamaica, was taken up by the Board of Ordnance in 1786, whilst the first notice of it in the Naval Department there was not until nine years afterwards, when the premium had risen to fifteen *per cent.* We repeat this, in order to introduce an observation, that much benefit might be derived from a communication between the different Departments of the State on such subjects; and we recommend that the Governors of the different colonies, and the Consuls abroad, should be directed to send home monthly an account of the actual rates of exchange within that period, to be lodged and recorded in some public office, to which the different departments may have recourse for the purpose of comparing the rates of exchange at which their several agents may credit Government. The only check the Navy Board at present have, by their regulations, on the exchange, is, an annual account of it as it stood in each of the preceding months of the year; this is seldom transmitted properly authenticated by two merchants, as required; and at any rate comes too late for checking abuses as they arise. At Jamaica the Storekeeper has been in the practice of sending home an account of the exchange, signed only by himself, omitting to specify the amount of premium, or discount on his bills.

The premiums on the bills drawn by the present Naval Storekeeper at Jamaica are now regularly brought to account; and that this may not be again lost sight of, we do strongly recommend, that in each of the several Naval Departments it be made the duty of some person to examine the rates of exchange at which bills may be drawn; as there seems to be too much reason to apprehend that the subject has been very little attended to, and that the public has thereby sustained very considerable loss; and we do further recommend, that the following forms be adopted by the several agents abroad for drawing bills, and charging themselves therewith in their cash accounts, *viz.*

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such laws existed. In case, notwithstanding this candid statement of the business, you should think fit to represent it to the Admiralty and Navy Boards, I am sure you will do me the justice to send this letter with yours. I am, &c.

JAMES DICK,

To Sir Hyde Parker, Knt.

FORM FOR BILLS OF EXCHANGE.

	£. s. d.	
Par - -		*per cent.*
Premium -		
Discount -		
Actual rate of exchange		*per cent.*

£. Sterling.

(Place) (Date)

Gentlemen,

Thirty days after sight of this my first bill of exchange (the second and third of the same tenor and date being unpaid), please to pay to A. B. or his order, the sum of (expressed in words,) sterling, for which I have received the sum of (expressed in words,) in the currency of this place, and no more, being equal to the sum of (expressed in words,) sterling.

C. D.

To the principal Officers and Commissioners of his Majesty's Navy,
London.

We do hereby certify that the rate of exchange was as above stated, and as expressed in the body of the bill, on the day of

E. F.
G. H. } Two principal merchants.

I approve this bill, and believe the exchange to be fairly stated.

J. K. Commander in Chief.

These are to certify, that his Majesty's service required the draft for the above sum.

L. M.
N. O. } Yard Officers.

Form for keeping the Debtor Side of the Cash Accounts.

Date.	No. of Bill.	Amount sterling.	In whose favour drawn.	Par.	Rate of exchange.	Premium *per cent.*	Discount *per cent.*	Full exchange in sterling.	Full exchange in currency.

Yet we think both the public and private accounts would be much simplified, were it the general practice to add the premium to, or deduct the discount from the par, or fixed rate of exchange; agreeably to the custom which prevails in America and most other places.

And it having been represented to us, that Government bills drawn in large sums, have not obtained so high a premium as they would have done, if divided, to suit the convenience of individuals; we therefore recommend, that the bills of exchange should be made out in such sums, not less than 100*l.*, as may be desired by the person tendering the best rate of exchange.

By the present regulations, all stores wanted at foreign stations are to be procured by advertisement for tenders, and a preference given to the person whose terms are most advantageous; where these tenders are fairly received and acted upon, no further security can be required for the public interest; it behoves the superior Board to be attentive to the proofs that are exacted by the regulations on this head, and to examine into cases of irregular conduct with scrupulous exactness; and, however unwilling we are to take the side of severity, we are bound to suggest the necessity of removing from their stations those who, after repeated admonitions, evade or neglect the faithful discharge of their duty; and to apply the general principle to the case before us, we must express our opinion, that so many circumstances of suspicion and misconduct attended the late Naval Officer at Jamaica, that he should not have been suffered so long to remain in Office.

Admiral Sir Hyde Parker, in his letters to the Navy Board of the 20th of February, and 22d of March, 1800 *, states a suspicion of

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Abergavenny, in Port Royal Harbour, Jamaica,
* GENTLEMEN, *20th of February,* 1800.

On a late occasion, a large quantity of cordage, copper, and copper nails, were purchased of Mr. Edward Broughton, no other tender having been delivered in proper time. A day or two after, an offer was made of the above articles (though too late to be then accepted), by Bruce and Co. at such an inferior price, as not only astonished me, but demanded my particular attention, as it made an enormous difference in the amount of the purchase of those articles.

Since which, the service requiring a further quantity of the above articles, they were advertised for as usual, when two tenders were transmitted to me, one by Mr. Broughton, the other by Bruce and Co.; the terms offered by the latter for cordage, copper, and copper nails, were, as before mentioned, much lower than those of Mr. Broughton; but the quantity tendered being far beyond what was immediately required, and Mr. Bruce refusing to treat but for the whole, the Officers of the yard referred it to me for my determination.

Having, therefore, considered the present state of our stores, the necessities of the squadron, that the Hannibal was to be hove down and new coppered;

collusion and fraud, in the manner in which some purchases of stores were made of Mr. Edward Broughton: we were, therefore, led to some inquiry respecting him, and found that he was the brother of the first clerk in the Storekeeper's office; a young man just set up in business in a small way, and not likely, on his own account, to have had such large concerns in trade.

We also found, that most of the bills of exchange were drawn in favour of Mr. William Richard Wade, who was the Naval Storekeeper's extra clerk, instead of the real persons concerned in the advance of the money. However commercial transactions between private persons may be conducted, it is safest, for the prevention of collusive dealings, that those in which the public are interested, should be managed openly; we would, therefore, recommend, that in all contracts or purchases made abroad, the real names of the parties concerned should appear in the accounts, and that orders to this effect be issued to the Officers of Government at the different stations.

We must here beg leave to remark, that the multiplicity of accounts, which, in a war so widely extended as the last, load the shelves of the public offices, where they are not unfrequently left for years without examination, and some of them until the return of peace

and unless relieved, the Carnatic, York, and Brunswick, the copper of which ships is in so bad a state as to make their being hove down absolutely necessary, in order to prevent their being ruined by the worms. From these motives, and not having received from you any intimation of, or reason to expect an early supply of these articles, I have been induced, from the low prices of Mr. Bruce's tender, to direct the officers of the yard to close with Mr. Bruce's offer, by taking the whole of his tender; by which a very considerable saving of some thousand pounds will arise to the public, which, I trust, will be a sufficient reason for my having gone beyond your standing orders to the officers of the yard, "not to purchase more at a time than one month's expenditure of stores." I am, &c.

To the Navy Board. HYDE PARKER.

Extract of a letter from Vice-Admiral Sir Hyde Parker to the Navy Board; dated Jamaica, 22d of March, 1800.

From the great difference of prices which I remarked in my letter of the 20th ultimo, between the tenders of Messrs. Broughton and Bruce, I was led into a suspicion of there being some collusion about the tenders; in order, therefore, to destroy every possibility of its happening again, I have issued an order to the officers of the yard to insert in their advertisements for stores, that all tenders are to be sent to me, and they attend the opening of them in my presence; which, I trust, will have the desired effect of stopping the evil, and open a fair competition among the merchants.

enables the clerks to compare the charges with the vouchers, and report upon their regularity, is productive of great evil to the public service; for by the time the accounts are examined, the accountant may be dead, or removed out of reach, and all redress against him, for improper or fraudulent charges, rendered extremely difficult, or impossible. And after all, to what does the examination go? merely to a comparison of the charges with the vouchers; so much time has elapsed, that an investigation into the real prices, were it attempted, would be scarcely practicable. In fact, it is the regularity, not the justness, of the account that is inquired into; what the articles purchased ought to have cost, does not appear to be a subject of investigation.

We have been told, there is not a sufficient number of clerks to keep up the accounts, in time of war, in the manner that they should be done, to notice and curb at the outset any tendency to abuse. An increase of establishments, already burthensome, deserves the most serious consideration; but the advantages that may be derived from the speedy examination of all disbursements will more than overbalance any additional expence incurred on this account; and we beg leave to repeat and urge a recommendation of the Commissioners appointed to inquire into the fees and perquisites of office contained in their Fifth Report; viz. "The accounts of all officers employed on foreign service ought to be examined as soon as possible after received, and always before the receipt of them is acknowledged, in order to check improper expenditures, which, by not being noticed, the officers may conceive are approved, and continue them."

In order to ascertain, at any time, what has been the progress in the examination of accounts, every account should have the name of the examining clerk, and the time when the examination took place affixed to it. All warrants directing any new regulation or alteration in prices, or enforcing a more regular obedience to articles in standing orders, grown into habitual neglect, should be carefully notified to the clerks of the departments to which they relate. Had this rule been observed when the former Naval Officer at Jamaica was dismissed, the evils that have since arisen would have been in a great measure prevented.

Every Naval Storekeeper, or other person entrusted with purchases abroad, or expenditure of the public money, should be required to attest upon oath on his monthly cash account, that he neither has nor expects to receive, directly or indirectly, any benefit whatsoever from such expenditure; and that the purchases so made by him, have been effected without favour to any one, and upon the best terms for the public.

By the 33d article of the Instructions from the Navy Board to Naval Storekeepers on foreign stations, they are required to give a general receipt for the papers left in the office to which they succeed; but as this receipt is not accompanied with a schedule of the public documents delivered over, it can be of little use; we, therefore, beg leave to recommend, that all the Naval Storekeepers abroad, and others in similar situations, be immediately required to transmit a schedule of the instructions, warrants, and other public documents in their possession, intended for the guidance of their general conduct; that any deficiency may be supplied; and that upon a change of officers in future, a like schedule be sent by the person succeeding to the office with his first dispatches, to be preserved in the proper department at home. These may be easily classed under their respective heads, and a form sent out for the direction of the officers in this respect. The Naval Storekeepers abroad being under the immediate inspection and controul of the Commanding Officers of the different stations; and Rear-Admiral William Parker, in his letter of the 14th of July 1795, noticing the premium not being brought to account, and referring to his instructions on that head, we required from the Admiralty a copy of the instructions given to the Commanders in chief; we likewise inquired whether they were furnished by the Navy Board with copies of the general Regulations for the Civil Departments abroad; we found, by the evidence of the Comptroller, that they were supplied with these regulations, if application was made for them, but not of course; we therefore recommend that Commanders in Chief be always furnished by the Navy Board with a copy of the instructions, and all documents being instructions, to enable them to superintend the conduct of the Officers of the Naval Departments abroad, which instructions they should leave with their successors. We are aware how much during war a Commander in Chief's time is taken up with the military part of his duty; but as the good conduct of the Officers entrusted with the Civil Departments depends almost entirely on the strictness which he may uniformly require to be observed by them, and on his vigilance and attention to prevent and correct abuses, we think he ought to have authority to investigate the accounts of such Officers in any way he may judge proper, and to suspend or remove those whose misconduct may be injurious to the public service. This part of the duty of a Commander in Chief cannot too strongly be impressed on his mind; it is not by the number of cases only, in which the interference of a superior Board or Officer is exercised, that the utility of such inspection and controul is to be estimated; it is rather to be judged of by the spirit of rectitude and zeal for the due performance of duty, which such known watchfulness inspires, and by the temptation to fraud which it prevents.

In looking to the expence of the artificers, and other incidental charges of the yard at Jamaica *, we are struck with the magnitude

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* Navy-Office, 16th February, 1803.

An Annual Account of the Amount of Charges made by the Naval Officer at Jamaica, from the 1*st of January* 1797 *to the* 31*st of December* 1801, *under the following Heads, viz. Purchase of Naval Stores, Hard Wood, and Lumber; Pay to Artificers of the Yard and Hired Artificers:—Prepared pursuant to a Precept from the Commissioners of Naval Inquiry, dated the* 9*th of February,* 1803.

Year.	NAMES OF NAVAL OFFICERS.	Stores purchaſed, including hard wood and lumber.			Wages to yard and ſhip artificers employed conjointly in repairing and refitting his Majeſty's ſhips and veſſels.			Wages to ſhip artificers employed refitting the fleet.			Wages to yard artificers and their ſervants, alſo to cabinkeeper, ſtore-porter, cooper, labourers, and boatmen, employed varioufly in the ſervice of the fleet and yard.			Wages to artificers employed in keeping the yard buildings in repair, and on ſundry other ſervices.			Wages to artificers employed on the yard boats.		
		Currency.			Currency.			Currency.			Currency.			Currency.			Currency.		
		£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
1797	Henry Broughton acting to the 31st January; from which to the 31st December, James Dick -	55,336	6	0½	15,363	15	6¼	625	8	2¼	4,251	0	9½	2,078	15	11¾	134	19	9
1798	James Dick -	35,912	6	6½	17,318	17	2¼	162	16	0	5,038	2	5¼	1,376	8	5	36	12	10
1799	Do. - -	72,896	13	7	24,681	4	5½	77	14	9	5,554	11	11	1,166	7	6	95	18	8
1800	Do. - -	115,263	0	9¾	27,807	12	9	1,659	5	8	6,068	13	6	204	2	6	72	19	10
1801	Do. - -	14,350	14	0¼	26,365	11	9	832	12	0	7,788	7	3	591	15	0	73	6	2

N. B. This account shews the amount of stores purchased, and wages paid, but it does not include the whole of Mr. Dick's disbursements.

of the sum, but have no means of ascertaining the propriety of the expenditure; there were other officers on the establishment of the yard, besides the Naval Storekeeper; but it would appear, that though they, as the form required, subscribed their names to the accounts, the entire management rested with Mr. Dick.

By the acknowledgement of both Mr. Smith and Mr. Dick, on ~~their~~ examinations, it appears that in another instance they were guilty of a violation of their instructions; for the 18th article directs, that "No servant, artificer, or workman, that is the property of the Naval Storekeeper, shall be directly or indirectly borne in the service, or employed in the work of the yard," they having been in the constant practice of bearing several of their own slaves as artificers and labourers, for whose service they received the pay of Government; we do, therefore, recommend, that the attention of the Commanders in Chief be directed to this point, and that they do from time to time suggest to the Navy Board any alterations or improvements in the instructions to their Officers, which they may think will be advantageous to the public service; and also report the instances in which the existing regulations may not be complied with.

Amongst other complaints against the late Naval Storekeeper at Jamaica, is one from the Deputy Postmaster-General at Jamaica, for refusing to give bills for the money which he wanted to remit, and which on that account remained at a risk in his hands, till it accumulated to a large sum—it was at last sent home in private bills at a year's sight. The loss by the exchange was the inducement for retaining the money in Jamaica, no other opportunity of remitting it at par occurring but through the Naval Officer, who managed to evade the orders he had received to furnish such bills. To prevent the like difficulty from occurring in future, notice should be duly given by the agents of the post office, of the money they have or are likely to have occasion to remit, which should be the first money taken after such notice; but we see no reason why the bills should be granted at any other than the then actual rate of exchange: it is only by this means that the real expence or receipt of each separate department can be truly stated; to the general Government of the country it is of no concern, as what is lost by one of its departments becomes a gain to the other. It may also have its use, should other means fail of keeping alive the remembrance of the gain or loss on the exchange.

In forming an opinion of the conduct of the late Naval Storekeeper, the consideration of his salary, and the other authorized emoluments of his situation, could not but present itself to our notice. Had these been found deficient, some extenuation for illicit advantages might have been admitted; for it is hardly to be expected, that offices of trust and consideration will be properly executed, where the public allowances do not afford an adequate compensation.

The following account will shew what were Mr. Dick's appointments :—

An Account of the Income derived by the Naval Officer at Jamaica, from the Salary and established Allowances made to him by the Public; distinguishing each Year.

Nature of Allowance.	1797.			1798.			1799.			1800.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
Salary - -	200	0	0	200	0	0	200	0	0	200	0	0
Allowance for boat-hire of 10*s.* per day, deducting Sundays - -	156	10	0	156	10	0	156	10	0	156	10	0
Allowance of 1½ *per cent.* upon his disbursements taken from the amount of bills drawn upon Government	887	10	0	687	10	0	1,425	0	0	1,550	0	0
Allowance for house rent - -	30	0	0	30	0	0	From this time			house allowed.		
(*a*) Emolument from the victualling of the artificers on an average of the account of two years, as received from the victualling office -	162	0	11	162	0	11	162	0	11	162	0	11
	1,436	0	11	1.236	0	11	1,943	10	11	2,068	10	11

Besides an allowance for issuing slops of 5*s.* per bale, when issued by the bale, and 1¼ *per cent.* upon the amount of such as were issued loose.

(*a*) We have charged this as an emolument, it being taken as an average from the balance of his victualling account, although the amount has not been received by Mr. Dick, payment being withheld by the Commissioners of the Victualling on account of a debt due from him to that department, as Purser of his Majesty's ship Ramillies. It may be observed, that we bring into the account his commission on the whole of his expenditure, whilst we reprobate great part of the purchases on which this commission chiefly arose; the commission on the whole amount of his purchases is 2,622*l.* 16*s.* 11*d.*; deducting even one-third of this, it would have left him an annual average income of 1,452*l.* 9*s.* 6*d.* sterling, which we think must be considered such a compensation as might have secured the public his best services, without grasping at further emolument.

The examination of Mr. Dick brought to our notice certain possessions belonging to the Crown, under the superintendance of the Naval Storekeeper at Jamaica; of which there appears to have been kept a very imperfect account. What records of Crown lands there may be preserved at the other stations abroad, under the Naval Departments of the State, we have not had an opportunity of knowing; it was not indeed the object of our researches, but having fallen in our way, we did not think it right to pass it by without some observation, in order to draw the public attention to the subject in other cases where it may be required.

At the same time that we have been induced to propose some alterations in the general Instructions to the Officers of his Majesty's foreign yards, we think it just to observe, that they appear to have been drawn up with great care and attention to the public interest, and to offer abundant guards against frauds and abuses; but that the wisest regulations in these and all other cases will be nugatory, if not diligently watched and enforced by the superior authorities, and proper care taken in the selection of those who are appointed to offices of great responsibility.

CHAS. M. POLE, (*L. S.*)
EWAN LAW, (*L. S.*)
JOHN FORD, (*L. S.*)
HY. NICHOLLS, (*L. S.*)

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

AS you have given us a very accurate representation of Tangiers, I have inclosed a view of Tetuan, which, if you think it worthy of a place in the NAVAL CHRONICLE, I shall be extremely happy of having in the least assisted in that excellent Work.

I am, Sir, &c.

May 5, 1803. P. S. O.

DESCRIPTION OF PLATE CXXXII.

THIS view represents the town of Tetuan with the country adjacent, on the coast of Morocco, near which are Sir James Saumarez's ship, the Cæsar, and the Superb, at anchor. In the fore-ground is introduced the American frigate Philadelphia, going into the bay to water, and on the right is a small Moorish boat, one of those usually employed in carrying provisions to Gibraltar.

Tetuan is just within the Straits of Gibraltar, in the Mediterranean, and is seen immediately on doubling the point of Ceuta on the African shore. It is situated upon a hill, at the distance of a mile from the sea, and ships may go on S. from Ceuta till the E. end of the town lies even with a round hill that stands upon the high land. There is a black old tower in the middle of Tetuan, and behind the town three little hills; and when these hills are brought on with the said tower, ships may come to an anchor, but at such a distance from the shore as that the first hill to the S. of Ceuta may be seen towards Cape Porcus, where there is good riding and clean ground in sixteen fathoms. Care must be taken as to the place of anchorage here, which is not more than two cables' length in circumference; and if ships miss it, they will be in danger of losing their anchors. Tetuan is not a port, nor has it a harbour.

Cape Tetuan, which is about nine or ten leagues from Ceuta, is two or three leagues from the town of its name. The necessity of not mistaking one cape for the other has been noted under Cape Porcus.

PHILOSOPHICAL PAPERS.

ON WINDS.

[*From Professor* VINCE's *Astronomical Introduction to Modern Geography.*]

WIND is a current of air, and its direction is denominated from that point of the compass from which it comes. The principal, if not the only cause of winds, is a partial rarefaction of the air by heat. When the air is heated it becomes rarer, and therefore ascends; and the surrounding cold air rushing in to supply its place, forms a current in some one direction. Winds may be divided into *constant*, or those which blow always in the same direction; *periodical*, or those which blow half a year in one direction, and half a year in a contrary direction; these are called *monsoons*; and *variable*, which are subject to no rules. The two former are also called *trade winds*. We shall here give the principal phœnomena of the winds from Dr. Halley's account thereof in the Philosophical Transactions.

1. In the *Atlantic* and *Pacific Ocean*, under the equator, there is a constant east wind.

2. To about 28 deg. on each side of the equator, the wind on the *north* side declines to the *north-east*, and the more so, the further you recede from the equator; and on the *south* side it declines in a like manner towards the *south-east*. The limits of these winds are greater in the *Atlantic Ocean*, on the *American*, than on the *African* side, extending in the former case to about 32 deg. and in the latter to about 28 deg. And this is true likewise to the southward of the equinoctial; for near the Cape of Good Hope the limits of the trade wind are 3 or 4 deg. nearer the line than on the coast of Brazil.

3. Towards the *Caribbee Islands* the aforesaid north-east wind becomes more easterly, so as sometimes to be east, and sometimes east by south, but most northwards of the east a point or two.

4. On the coast of *Africa*, from the *Canaries* to about 10 deg. N. latitude, the wind sets in towards the north east; then it becomes south west, approaching more to the south as you approach the *Cape*. But away from the coasts, the winds are perpetually between the south and the east; on the *African* side they are more southerly; on the Brasilian more easterly, so as to become almost due east. Upon the coast of *Guinea* they are subject to frequent calms, and violent sudden gusts, called *tornadoes*, from all points of the compass.

5. In the *Indian Ocean*, the winds are partly *constant* and partly *periodical*. Between Madagascar and New Holland, from 10 to 30 deg. latitude, the wind blows south-east by east. During the months of May, June, July, August, September, and October, the aforesaid south-east winds extend to within 2 deg. of the equator; then, for the other six months the contrary winds set in, and blow from 3 to 10 deg. S. latitude. From 3 deg. south latitude over the *Arabian* and *Indian* Seas, and the *bay of Bengal*, from *Sumatra* to the coast of *Africa*, there is another *monsoon* blowing from October to April, on the north-east point, and in the other half year from the opposite direction. Between *Madagascar* and *Africa* a south south-west wind blows from April to October, which, as you go more northerly, becomes more westerly, till it falls in with the west south-west winds; but the Doctor could not obtain a satisfactory account how the winds are in the other half year. To the eastward of *Sumatra* and *Malacca*, on the north side of the equator, along the coast of *Cambodia* and *China*, the *monsoons* blow, and change at the same time as before mentioned, but their directions are more northerly and southerly. These winds reach to the *Phillippine Islands* and to *Japan*. Between the same meridians, on the south side of the equator, from *Sumatra* to *New Guinea*, the same monsoons are observed. The shiftings of these winds is attended with great hurricanes.

The east wind about the equator is thus explained: The sun moving from east to west, the point of greatest rarefaction of the air, by the heat of the sun, must move in the same direction; and the point of greatest rarefaction following the sun, the air must continually rush in from the east, and make a constant east wind.

The constant north-east wind on the north side of the equator, and south-east wind on the south side, may be thus accounted for: The air towards the poles being denser than at the equator, will continually rush towards the equator; but as the velocity of different parts of the earth's surface, from its rotation, increases as you approach the equator, the air which is rushing from the north towards the equator will not continue upon the same meridian, but it will be left behind; that is, in respect to the earth's surface it will have a motion from the east, and these two motions combined, produce a north-east wind on the north side of the equator. And in like manner, there must be a south-east wind on the south side. The air, which is thus continually moving from the poles towards the equator, being rarefied when it comes there, ascends to the top of the atmosphere, and then returns back to the poles.

The periodical winds are supposed to be owing to the course of the sun northward and southward of the equator. Dr. Halley explains them thus: "Seeing that so great continents do interpose and break the continuity of the Ocean, regard must be had to the nature of the soil, and the position of high mountains, which I suppose the two principal causes of the several variations of the winds from the general rule; for if a country lying near the sun prove to be flat, sandy, low land, such as the *deserts of Lybia* are usually reported to be, the heat occasioned by the reflection of the sun's beams, and the retention thereof in the sand, is incredible to those that have never felt it; whereby the air being exceedingly rarefied, it is necessary that the cooler and more dense air should run thitherward to restore the equilibrium. This I take to be the cause why near the coast of *Guinea* the wind always sets in upon the land, blowing westerly instead of easterly, there being sufficient reason to believe, that the inland parts of Africa are prodigiously hot, since the northern borders thereof were so intemperate as to give the ancients cause to conclude, that all beyond the *tropic* was made uninhabitable by excess of heat. From the same cause it happens, that there are so constant calms in that part of the ocean called the *Rains*: for this tract being placed in the middle, between the westerly winds blowing on the coast of Guinea, and the easterly trade-winds blowing to the westwards thereof, the tendency of the air here is indifferent to either, and so stands in equilibrio between both; and the weight of the incumbent atmosphere being diminished by the continual contrary winds blowing from hence, is the reason that the air here holds not the copious vapours which it receives, but lets them fall in so frequent rains.

As the cold and dense air, by reason of its greater gravity, presses upon the hot and rarefied, it is demonstrative that this latter must ascend in a continual stream as fast as it is rarefied, and that being ascended, it must disperse itself to preserve the equilibrium, that is, by a contrary current the upper air must move from those parts where the greatest heat is: so, by a kind of circulation, the N. E. trade-wind below will be attended with a S. W. above, and the S. E. below with a N. W. wind above. And that this is more than a bare conjecture, the almost instantaneous change of the wind to the opposite point, which is frequently found in passing the limits of the trade-winds, seems to assure us; but that which above all confirms this hypothesis, is this, that the phœnomenon of the monsoons is, by this means, most easily solved, and without it, hardly explicable. Supposing, therefore, such a circulation as above, it is to be considered, that to the northward of the *Indian Ocean* there is every where land within the usual limits of the latitude of 30 deg. viz. *Arabia*, *Persia*, *India*, &c.; which, for the same reason as the Mediterranean parts of *Africa*, are subject to unsufferable heats when the sun is to the north, passing nearly vertical, but yet are temperate enough when the sun is removed towards the other tropic, because of a ridge of mountains at some distance within the land, said to be frequently in winter covered with snow, over which the air, as it passes, must needs be much chilled. Hence it comes to pass, that the air coming, according to the general rule, out of the N. E. in the Indian Seas, is sometimes hotter, sometimes colder, than that which by this circulation is returned out of the S. W., as is clear from the times wherein these winds set in, *viz* in April, when the sun begins to warm those countries to the north, the S. W. monsoon begins and blows during the heats till October, when the sun being retired, and all things growing colder northward, and the heat increasing to the south, the N. E. winds enter, and blow all the winter till April again.

And it is undoubtedly from the same principle, that to the southward of the equator, in part of the Indian Ocean, the N. W. winds succeed the S. E. when the sun draws near the tropic of Capricorn. But I must confess, that in this latter occurs a difficulty not well to be accounted for, which is, why this change of the monsoons should be any more in the ocean than in the same latitudes in the Ethiopic, where there is nothing more certain than a S. E. wind all the year.

It is likewise very hard to conceive, why the limits of the trade-winds should be fixed about the 30th deg. of latitude all round the globe; and that they should so seldom transgress or fall short of those bounds; as also, that in the Indian Sea, only the northern part should be subject to the changeable monsoons, and in the southern parts there should be a constant S. E. monsoon.

There may, perhaps, be some cause of these periodical winds, which we cannot altogether see a solution of: but if all the circumstances of situation, heat, cold, &c. were known, there is no reason to doubt but that they might be accounted for from the principles here delivered.

Winds over the same place, at different altitudes, are found to blow in different directions; for we see clouds in different altitudes moving in different directions; and experiments with air balloons prove the same.

We may further observe in respect to the direction in which winds blow, that if a current set off in any one direction, north-east for instance, and move in a great circle, it will not continue to move on that point of the compass, because a great circle will not meet all the meridians at the same angle. This circumstance, therefore, should enter into our consideration, in estimating the direction of the wind. High mountains are also observed to change its direction. On the lake of *Geneva* there are only two winds, that is, either up or down the valley. And the like is known to happen at other such places.

The *constant* and *periodical* winds blow only at sea: at land the wind is always *variable*.

Besides the winds already mentioned, there are others called *land* and *sea-breezes*. The air over the land being hotter during the day than the air over the sea, a current of air will set in from the sea to the land by day; but the air over the sea being hotter than that over the land at night, the current at night will be from the land to the sea. This is very remarkable in islands situated between the tropics. Mr. Clare exemplifies this by the following experiment:—In the middle of a vessel of water place a water-plate full of warm water, the water in the vessel representing the ocean, and the plate the island rarefying the air over it; then hold a lighted candle over the cold water and blow it out, and the smoke will move towards the plate: but if the plate be cold, and the surrounding fluid warm, the smoke will move in the contrary direction. The sea-breeze in the West Indies begins to appear about nine in the morning, in a fine black curl upon the water, approaching the shore; it increases gradually till noon, and dies away at four or five in the afternoon. About six in the evening it changes to a land-breeze, which blows from the land to the sea, and lasts till eight in the morning.

Dr. Derham, from repeated observations upon the motion of light downy feathers, found that the greatest velocity of the wind was not above sixty miles in an hour. But Mr. Brice justly observes, that such experiments must be subject to great inaccuracy, as the feathers cannot proceed in a straight line; he, therefore, estimates the velocity by means of the shadow of a cloud over the earth, by which he found, that in a great storm, the wind moves sixty-three miles in an hour; when it blows a fresh gale, at the rate of twenty-one miles in an hour; and in a small breeze, at the rate of about ten miles in an hour: but this method takes for granted that the clouds move as fast as the wind. It is probable that the velocity is something more than is here stated.

In many parts of the world, more particularly in the West Indies, they are attacked by hurricanes; these happen there in the rainy season, principally in the month of August, destroying all the produce of the ground; tearing up trees, blowing down buildings, and inundating large tracts of the country. They are sudden and very violent storms of wind, rain, thunder, and lightning, attended with a great swelling of the sea, and sometimes with earthquakes. These are signs by which the inhabitants are warned of their approach. They come on either at a quarter or full change of the moon. If they come on at the full change, then at the preceding change the sky is troubled, the sun more red than usual, there is a dead calm below, and the tops of the mountains are free from those mists which usually hover about them. In the caverns of the earth, and in the wells, you hear a hollow rumbling sound, like the rushing of a great wind. At night, the stars seem much larger than usual, and are surrounded with a sort of burs; the north-west sky has a black and menacing appearance; the sea emits a strong smell, and rises into vast waves, often without any wind. The wind itself now forsakes its usual eastern steady stream, and shifts about to the west, from whence it sometimes, with intermissions, blows violently and irregularly for about two hours at a time.

The quality of air depends in a great measure upon the soil over which it passes. The sandy deserts of Africa and Arabia give a burning heat and blasting quality to the air passing over them. At Goree, in the river Senegal, there is an easterly wind from the inland parts, with which those who are suddenly met by it in the face are scorched, as by a blast from a furnace. At Falkland Islands an extraordinary blasting wind is felt, but its duration is seldom above twenty-four hours It cuts down the herbage as if fires had been made under them; the leaves are parched up and crumble into dust; fowls are seized with cramps and never recover; men are oppressed with a stopped perspiration, heaviness at the breast, and sore throat;

but they recover with proper care. But the most dreadful winds are those at the deserts near Bagdad, called the *samiel*, or *mortifying winds*. The camels perceive their approach, and are said to make an unusual noise, and cover their noses in the sand. To escape their effects, travellers throw themselves as close as possible on the ground, and wait till it has passed over, which is commonly in a few minutes. Thus some escape, but those who die have their limbs mortified. If this wind meets with a shower of rain, it is said to be deprived of its noxious quality. It is also said, that it never passes the walls of the city. In Italy there is a wind called by the Italians *sirocco*. It blows for several days, and its mean heat is about 112 deg. of Fahrenheit's thermometer. It is fatal to vegetation, and destructive to the inhabitants; depressing their spirits, and suspending the powers of digestion; so that those who venture to eat a heavy supper while these winds prevail are frequently found dead the next morning. It is felt with peculiar violence at Palermo, where the inhabitants shut their doors and windows; and where there are no shutters, they hang up wet blankets, and servants are employed to keep them wet. Nobody ventures out if he can possibly avoid it.

Mr. Bruce, in relating the particulars of his journey across the deserts of Arabia, mentions prodigious pillars of sand moving with great velocity. Eleven of them appeared at once, at the distance of about three miles from him; the greatest diameter of the largest was estimated at ten feet. The same phœnomenon appeared again within a few days after; more pillars in number, but less in size. They began immediately after the sun-rise, and his rays shining through them, gave them the appearance of pillars of fire.

There is a phœnomenon called a *water-spout*, hanging under a deep cloud, in the form of a cone with the vertex downwards; and under it the sea boils up, and rises in a conical form; these two cones sometimes meet, and they generally begin to appear together; but sometimes the boiling of the sea appears first. The position of the cones is mostly perpendicularly to the sea, but sometimes it is oblique; and sometimes the spout is in the form of a curve. They frequently disappear suddenly, and sometimes they move for a considerable space before they break. The form of the water-spout is more properly that of a speaking trumpet, the smaller end being downwards. Sometimes these water-spouts appear at land. When they appear at sea, and are approaching a ship, it is said that the sailors fire at them and break them, as it might be dangerous if they were to meet with a ship and break over it. It is with good reason supposed that this is an electrical phœnomenon; for they generally appear in months which are subject to thunder-storms, and are commonly preceded, accompanied, or followed, by lightning, rain, or hail. Flashes of light have been seen about them. But the most remarkable circumstance is, that they have been dispersed by presenting to them sharp pointed knives or swords. The analogy also between a water-spout and electricity may be shown, by hanging a drop of water on the underside of a plate of brass connected with the prime conductor, and placing a vessel of water under, at a small distance; then upon working the machine the water will descend from the drop in a conical form, and the water in the vessel will rise up under it in the form of a cone, resembling very accurately the water-spout, and the ascent of the sea under. If we, therefore, suppose the cloud to be strongly charged with the electric matter, we have cause sufficient to solve the phœnomenon. This theory of water-spouts is confirmed by one which Mr. Forster gives an account of in his voyage round the world. On the coast of New Zealand he saw the water in a space of fifty or sixty furlongs, move towards its centre, and then rising into vapour by the force of the whirling motion which it had, ascended in a spiral form towards the clouds; directly over which the cloud descended in a gradually tapered, long, slender tube, which soon united with the ascending spiral in a cylindrical form. The water was whirled upwards with great violence in a spiral, and appeared to leave a hollow space in the middle, so that it seemed to form a hollow tube; and this was rendered probable, as it looked exactly like a hollow glass tube. After some time, the column became incurvated, and then broke, with the appearance of a flash of lightning.

A *whirlwind* is a wind which rises suddenly; is extremely rapid and impetuous, taking up all light substances from the earth which it may meet with, and carrying them up in a spiral motion. Dr. Franklin supposes that a whirlwind and water-spout proceed from the same cause; and this opinion is strengthened by the following circumstances:—They have each a progressive and circular motion; they usually rise after calms and great heats, and most frequently happen in warm latitudes; the wind blows every way both to the whirlwind and water-spout, and a water-spout has moved from the sea to the land, and produced all the effects of a whirlwind. They are both of them probably, therefore, the effects of the electrical fluid.

Poetry.

ALLEGORY OF A LOVER BORN IN A TEMPEST.

[*From the Unfortunate Lover. By* A. MARVELL.]

ALAS! how pleasant are their days
With whom the infant Love yet plays!
Sorted by pairs they still are seen
By fountains cool and shadows green;
But soon these flames do lose their light,
Like meteors of a summer's night:
Nor can they to that region climb,
To make impression upon Time.

'Twas in a shipwreck when the seas
Rul'd, and the winds did what they please,
That my poor lover floating lay,
And ere brought forth, was cast away;
Till at the last the master wave
Upon the rock his mother drave,
And there she split against the stone,
In a Cæsarian section.
The sea him lent these bitter tears,
Which at his eyes he always bears;
And from the winds the sighs he bore,
Which through his surging breast do roar.
No day he saw but that which breaks
Thro' frighted clouds in forked streaks;
While round the rattling thunder hurl'd,
As at the funeral of the world.
While Nature to his birth presents
This masque of quarrelling elements.
A numerous fleet of cormorants black,
That sail'd insulting o'er the wreck,
Receiv'd into their cruel care
Th' unfortunate and abject heir:
Guardians most fit to entertain
The orphan of the hurricane.
They fed him up with hopes and air,
Which soon digested to despair:
And as one cormorant fed him, still
Another on his heart did bill.

Thus, while they famish him and feast,
He both consumed and increas'd;
And languished with doubtful breath,
Th' amphibium of life and death.
And now, when angry Heaven would
Behold a spectacle of blood,
Fortune and he are call'd to play
At sharp before it all the day;
And tyrant Love his breast doth ply
With all his wing'd artillery;
Whilst he, betwixt the flames and waves,
Like Ajax, the mad tempest braves.
See how he nak'd and fierce doth stand,
Cuffing the thunder with one hand,
While with the other he does lock
And grapple with the stubborn rock;
From which he with each wave rebounds,
Torn into flames and ragg'd with wounds:
And all he says, "a lover drest
"In his own blood, does relish best."

This is the only Banneret
That ever Love created yet:
Who, tho' by the malignant stars
Forced to live in storms and wars,
Yet, dying, leaves a perfume here,
And music within every ear;
And he in story only rules,
In a field *sable*, a lover *gules*.

* * *

ADMIRAL HOSIER's GHOST.

THIS song was written by the ingenious author of LEONIDAS, on the taking of Porto Bello from the Spaniards by Admiral Vernon, November 22, 1739. The case of Hosier, which is here so pathetically represented, was briefly this:—In April 1726, that Commander was sent with a strong fleet into the Spanish West Indies, to block up the galleons in the ports of that country, or, should they presume to come out, to seize and carry them into England; he accordingly arrived at the Bastimentos, near Porto Bello; but being employed rather to overawe than to attack the Spaniards, with whom it was probably not our interest to go to war, he continued long inactive on that station, to his own great regret. He afterwards removed to Carthagena, and remained cruising in those seas, till far the greater part of his men perished deplorably by the diseases of that unhappy climate. This brave man, seeing his best Officers and men thus daily swept away, his ships exposed to inevitable destruction, and himself made the sport of the enemy, is said to have died of a broken heart.

AS near Porto Bello lying
On the gently swelling flood,
At midnight, with streamers flying,
Our triumphant Navy rode;
There, while Vernon, fate all glorious,
From the Spaniard's late defeat,
And his crews, with shouts victorious,
Drank success to England's fleet;

On a sudden, shrilly sounding,
Hideous yells and shrieks were heard;
Then each heart with fear confounding,
A sad troop of ghosts appear'd,
All in dreary hammocks shrouded,
Which for winding sheets they wore,
And with looks by sorrow clouded,
Frowning on that hostile shore.

On them gleam'd the moon's pale lustre,
When the shade of Hosier brave
His pale bands was seen to muster,
Rising from their wat'ry grave.
O'er the glimmering wave he hy'd him,
Where the Burford * rear'd her sail,
With three thousand ghosts beside him,
And in groans did Vernon hail.

Heed! oh heed! our fatal story,
I am Hosier's injur'd ghost,
You who now have purchas'd glory,
At this place where I was lost!
Tho' in Porto Bello's ruin
You now triumph, free from fears,
When you think on our undoing,
You will mix your joy with tears.

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* Admiral Vernon's flag-ship.

See these mournful spectres sweeping
  Ghastly o'er this hated wave,
Whose wan cheeks are stain'd with weeping;
  These were English Captains brave.
Mark those numbers pale and horrid;
  Those were once my sailors bold:
Lo, each hangs his drooping forehead,
  While his dismal tale is told.

I, by twenty sail attended,
  Did this Spanish town affright;
Nothing then its wealth defended,
  But my orders not to fight.
Oh, that in this rolling ocean
  I had cast them with disdain,
And obey'd my heart's warm motion
  To have quell'd the pride of Spain!

For resistance I could fear none,
  But with twenty ships had done
What thou, brave and happy Vernon,
  Hast achiev'd with six alone.
Then the Bastimentos never
  Had our foul dishonour seen,
Nor the sea the sad receiver
  Of this gallant train had been.

Thus, like thee, proud Spain dismaying,
  And her galleons leading home,
Though condemn'd for disobeying,
  I had met a traitor's doom.
To have fallen, my country crying
  He has play'd an English part,
Had been better far than dying
  Of a griev'd and broken heart.

Unrepining at thy glory,
  Thy successful arms we hail;
But remember our sad story,
  And let Hosier's wrongs prevail.
Sent in this foul clime to languish,
  Think what thousands fell in vain,
Wasted with disease and anguish,
  Not in glorious battle slain.

Hence with all my train attending,
From their oozy tombs below,
Thro' the hoary foam ascending,
Here I feed my constant woe:
Here the Bastimentos viewing,
We recall our shameful doom,
And our plaintive cries renewing,
Wander thro' the midnight gloom.

O'er these waves for ever mourning
Shall we roam, depriv'd of rest,
If to Britain's shores returning
You neglect my just request:
After this proud foe subduing,
When your patriot friends you see,
Think on vengeance for my ruin,
And for England sham'd in me.

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THE SWALLOW.

Written in May 1793, on a Swallow entering the Wardroom of his Majesty's ship Vengeance, the Ship being many Leagues from land, on her Passage to the West Indies.

By Dr. TROTTER.

WELCOME hither, airy traveller,
Here to rest thy wearied wing,
Tho' from clime to clime a reveller,
Constant to returning spring.

If along the trackless ocean
Thou by chance has miss'd thy way,
I'll direct thy waving motion,
But a moment with me stay.

I have news of note to freight thee—
Bear a wand'ring sailor's vow;
So may no dread fate await thee,
Love shall be thy pilot now.
~~~

Shun, I pray thee, gentle stranger,
Touch not Gallia's hated shore,
There are death and instant danger,
She is stain'd with royal gore.

But to happier Britain tend thee,
Where the milder virtues rove;
And this kiss, with which I send thee,
Bear it to my distant love.

Near her window fix thy dwelling,
No rude hand shall do thee wrong;
Safer far than arch or ceiling,
Delia's self shall nurse thy young.

There a thousand soft sensations
Lull the tranquil mind to rest;
Nature there, with kind persuasions,
Oft shall soothe a parent's breast.

Haste then, gentle bird of passage,
When you leave our wintry isle,
Bring me back my Delia's message,
Bring a kiss—and bring a smile.

* * *

SONNET,

ON SEEING A SHIP ENTERING PORT.

SHE comes majestic with her swelling sails,
The gallant bark; along her wat'ry way
Homeward she drives before the fav'ring gales;
Now floating at their length the streamers play;
And now they ripple with the ruffling breeze.
Hark! to their shouts of joy the rocks rebound,
Thund'ring in echoes to the joyful sound.
Long have they voyag'd o'er the distant seas.
And what a heart-delight they feel at last,
So many toils, so many dangers past,
To view the wish'd-for port, he only knows,
Who on the stormy seas for many a day
Has toss'd, aweary of his ocean way,
And watch'd, all anxious, every wind that blows.

Gazette Letters.

ADMIRALTY-OFFICE, JULY 2, 1803.

Extract of a Letter from Admiral Montagu, Commander in Chief of his Majesty's Ships and Vessels at Portsmouth, to Sir Evan Nepean, Bart. dated the 29th of last month.

I INCLOSE, for the information of my Lords Commissioners of the Admiralty, a letter I this day received from Captain Mundy, of his Majesty's ship Hydra.

SIR, *Hydra, at Spithead, June 29, 1803.*

I have the honour of informing you, that on the 25th instant, Cape Barfleur bearing N. W. by W. four leagues distant, the Hydra and Rose cutter captured la Phœbe French cutter privateer, armed with four guns and two swivels, a new vessel, and only three days out of the port of Cherbourgh. I am, &c.

GEO. MUNDY.

ADMIRALTY-OFFICE, JULY 5, 1803.

Copy of a Letter from Admiral Sir J. Colpoys, K. B. Commander in Chief of his Majesty's Ships and Vessels at Plymouth, to Sir Evan Nepean, Bart. dated the 1st instant.

SIR,

I transmit, for the information of the Lords Commiſsioners of the Admiralty, a letter from Captain Maitland of his Majesty's ship Loire, giving an account of the success which has attended an enterprize he sent the boats of that ship on, under the orders of Lieutenants Temple and Bowen. The good conduct and intrepidity of the Officers and men employed on that service make it unnecessary for me to add any comment, persuaded that it cannot be lost sight of by their Lordships.

I am, &c.

JOHN COLPOYS.

SIR, *Loire, off l'Isle de Bas, June 28.*

I have the pleasure of informing you, that, laſt night, three of the boats of his Majesty's ship Loire, commanded by Lieutenants Temple and Bowen, in a most gallant manner boarded, and after a very severe conflict of nearly ten minutes on her deck, carried the national brig Venteux, bearing four long eighteen-pounders, and ſix thirty-six pound brass carronades, commanded by M. Montfort, Lieutenant de Vaisseau, lying close under the batteries of the Isle of Bas.—When it is considered that the Venteux, perfectly prepared, manned with eighty-two men, all of whom were upon deck, and covered with very heavy batteries, was opposed to the crews of two of our boats (as the third, from rowing heavy, did not get up till the brig was completely gained possession of), I feel confident that you will view it in the light that I do, as one of those brilliant exploits which add lustre to the British arms, of which, though so many instances occurred during the late war, no one has before been happy enough to have thrown in his way during the present. The success of Mr. Temple's daring attempt speaks sufficiently for his conduct, and that of every one under his command, to render it superfluous for me to enter into any eulogium on the present occasion.—Mr. Bridges has served his time, and passed for Lieutenant nearly a year; of whose conduct Mr. Temple speaks in the highest terms, together with that of every Officer and man under his command.—I am very sorry to add, that the loss on our side is rather heavy, as Mr. M'Gwier, the Boatswain, is so severely wounded as to render him incapable of doing his duty for a considerable time. Four seamen and a marine are also badly wounded; two of the seamen, I fear, past recovery.—The Venteux had her second Captain and two seamen killed: the Captain, with four Officers, all ſhe had, and eight seamen, wounded. She was stationed at the Isle of Bas, to guard the coast, and regulate the convoys of stores, &c. bound to Brest; is a vessel of large dimensions, being seventy-four feet long and twenty-four wide, and perfectly in a condition immediately to be employed.

I have the honour to be, &c.

Sir John Colpoys, K. B. F. MAITLAND.
&c. &c. &c.

Copy of another Letter from the Honourable William Cornwallis, Admiral of the Blue, &c. to Sir Evan Nepean, Bart. dated the 26th of last month.

SIR,

You will be pleased to lay before the Lords Commissioners of the Admiralty the inclosed letter from Rear-Admiral Campbell, informing me of the Doris having, on the 24th instant, captured a small French privateer of twenty-four tons, called la Pelagie, mounting four guns, having on board thirty-seven men, from Nantes, on a cruise, and had not taken any thing.

I have the honour to be, &c.

W. CORNWALLIS.

SIR, *His Majesty's ship Culloden, June* 25, 1803.

I have the honour to inform you, the Doris yesterday afternoon captured, in shore, a small French privateer of twenty-four tons, called la Pelagie, mounting four guns, and having on board thirty-seven men, from Nantes on a cruise, and had taken nothing.

She came through the Passage du Raz, and intended to have gone through the Passage du Four into the Channel.

Captain Pearson has scuttled her by my directions.

I have the honour to be, &c.

The Hon. Admiral Cornwallis, GEO. CAMPBELL.
&c. &c. &c.

ADMIRALTY-OFFICE, JULY 9, 1803.

Copy of a Letter from the Honourable Captain Paget, of his Majesty's Ship the Endymion, to Sir Evan Nepean, Bart. dated at Sea, the 25th of June, 1803.

SIR,

I have the honour to transmit a copy of my letter to the Honourable Admiral Cornwallis for their Lordships' information.

I have the honour to be, &c.

CHARLES PAGET.

SIR, *Endymion, at Sea, June* 25, 1803.

I have the honour to inform you, that this morning, in lat. 47 deg. 10 min. north, and long. 20 deg. west, the Endymion fell in with and captured, after a chase of eight hours, la Bacchante French corvette, of eighteen twelve-pounders, commanded by Lieutenant de Vaisseau Perimel, and having on board two hundred men. La Bacchante is a remarkably fine ship, of large dimensions, quite new, and sails very fast. She was on her return to Brest, having been sent from thence three months ago with dispatches for St. Domingo. The Captain persisted so long in his endeavours to escape, that the Endymion's chase guns killed her Second Captain and seven men, and wounded nine others. I am happy to add, her fire did us no harm. I am, &c.

Honourable Admiral Cornwallis, CHARLES PAGET.
&c. &c. &c.

Copy of a Letter from Captain Dixon, of his Majesty's Ship the Apollo, to Sir Evan Nepean, Bart. dated at Sea, the 29th of June, 1803.

SIR,

I request you will inform their Lordships I fell in with and captured le Dart, a French national brig from Martinique, with four guns and forty-five men, bound to l'Orient. She has been employed, with several others, in carrying stores to Martinique. I am, &c.

J. W. T. DIXON.

ADMIRALTY-OFFICE, JULY 12, 1803.

Copy of a Letter from the Honourable William Cornwallis, Admiral of the Blue, &c. to Sir Evan Nepean, Bart. dated off Ushant, the 7th of July, 1803.

SIR,

I request you will be pleased to lay before the Lords Commissioners of the Admiralty the inclosed copy of a letter to Rear-Admiral Collingwood, from Captain Wallis, of his Majesty's ship Naiad, giving an account of his having, with the boats of that ship, under the command of Lieutenant William Deane, taken out from an anchorage, within the rocks at the Saints, a French national schooner; which service appears to have been performed very much to the credit of those who were entrusted with the execution of it. I am, &c.

W. CORNWALLIS.

His Majesty's Ship Naiad, in the Bay of Brest, 5th of July, 1803.

From the information I received, that a French national schooner was lying in the Saints, and which I had the honour to communicate to you yesterday, I made a disposition of the boats of his Majesty's ships under my command to bring her out last night, and placed them under the direction of Mr. William Deane, First Lieutenant; he was assisted by Mr. John Louis, Third Lieutenant; Lieutenant Irwin, of the Marines; Messrs. Gordon, Glenny, and Stewart, Midshipmen, all volunteers on the occasion; and, notwithstanding all the difficulties they had to encounter, by the rapidity of the tide, and the number of rocks and shoals they had to pass, they brought her off to me this morning without the smallest accident happening to either the boats or men.

She proves to be la Providence, of near two hundred tons burthen, only two guns mounted, and had twenty-two men, commanded by Citizen Martres Preville, Lieutenant de Vaisseau, who, on the approach of our boats, got on shore with his Officers and crew, except one man and two boys. She was bound to Brest from the foundery near Nantes, and is laden with heavy cannon of thirty-six, twenty-four, and eighteen French pounders, and some choice timber for their Navy.

Lieutenant Deane's conduct on this occasion merits my warmest approbation, and he speaks greatly in praise of the Officers and men placed under his command.

I have the honour to be, &c.

Rear-Admiral Collingwood, JAMES WALLIS.
&c. &c. &c.

ADMIRALTY-OFFICE, JULY 23, 1803.

Copy of a Letter from the Right Hon. Lord Keith, K. B. Admiral of the Blue, &c. to Sir Evan Nepean, Bart. dated at the Nore, the 20th instant.

SIR,

I inclose, for their Lordships' information, a letter which I have received from Captain Griffiths, of his Majesty's ship the Constance, mentioning the capture of a small French privateer, and have the honour to be, &c.

KEITH.

MY LORD, *Constance, Yarmouth, July* 16, 1803.

On my return to Yarmouth the 13th instant, off that place I fell in with, and, after three hours' chase, captured the French lugger privateer le Furet, of Boulogne, N. J. Routtier, master, of two swivels, small arms, and thirty-four men; six weeks old; the second day of her being out from Dunkirk, and had taken nothing.

I have the honour to be, &c.

Right Honourable Lord Keith, A. J. GRIFFITHS.
&c. &c. &c.

ADMIRALTY-OFFICE, JULY 26, 1803.

Copy of a Letter from Captain Parker, of his Majesty's Ship Amazon, to Sir Evan Nepean, Bart. dated at Sea, the 16th instant.

SIR,

I beg you will make known to the Lords Commissioners of the Admiralty, that his Majesty's ship Amazon, under my command, captured this morning at eight o'clook, after a chase of four hours, le Felix, a very fine copper-bottomed French schooner privateer, armed with sixteen four-pounders (fourteen of which were thrown overboard during the chase), and a complement of ninety-six men. She belonged to la Rochelle, from which port she had been out twenty-four days, and had made but one capture, the Esther, a British ship, from Honduras bound to London, the master of which, with part of the crew, were found on board. I am, &c.

W. PARKER.

ADMIRALTY-OFFICE, JULY 30, 1803.

Copy of a Letter from Commodore Hood, Commander in Chief of his Majesty's Ships and Vessels at the Leeward Islands, to Sir Evan Nepean, Bart. dated on board the Centaur, in Choc Bay, St. Lucia, 22d of June, 1803.

SIR,

I have the honour to acquaint you, for the information of the Lords Commissioners of the Admiralty, that, on my arrival at Barbadoes on the 17th, late in the evening, having consulted Lieutenant-General Grinfield with respect to the intended co-operations of the army and navy, I instantly took measures to prevent further supplies being thrown into St. Lucia, (the ships on this service, under the orders of Captain O'Bryen, of the Emerald, made some captures of trading vessels,) and every disposition was settled for embarking the troops and light artillery on board the ships of war, and the necessary stores, &c. in small vessels for the expedition; by great exertions the whole was effected on the 20th, and the arrangements completed: The Lieutenant-General having embarked with the troops, I put to sea with the ships named in the margin *; was joined the next morning by the Emerald and Osprey, having Brigadier-General Prevost on board, and were all anchored by eleven o'clock in this bay.

There being a strong breeze, the boats of the squadron had a heavy pull with the first division of the army, composed of the 2d battalion of the Royals, and two field-pieces, under the command of Brigadier-General Brereton; but, by the great energy and excellent disposition made by Captain Hallowell, were landed in good order about two P. M. and by the perseverance of every Officer and man employed in landing the remainder of the troops, the Lieutenant-General was enabled to make an early arrangement for an attack on that very important and strong post, Morne Fortunée, where the force of the enemy was assembled, which, on the Commandant refusing to give up when summoned, was ordered to be attacked with that decision and promptitude, which has always been the characteristic mark of Lieut. General Grinfield, and carried by storm at half past four this morning, with the superior bravery which has ever distinguished the British soldier: this placed the colony completely in our possession.

To Captain Hallowell's merit it is impossible for me to give additional encomium, as it is so generally known; but I must beg leave to say, on this expedition, his activity could not be exceeded; and by his friendly advice I have obtained the most effectual aid to this service, for which he has been a volunteer, and, after the final disembarkation, proceeded on with the seamen to co-operate with the army. The marines of the squadron, by desire of the Lieutenant-General, were landed and ordered to take post near Gros Ilet, to prevent supplies being thrown into Pigeon Island, which, on the fall of Morne Fortunée, was delivered up.

We are already occupied in re-embarking troops and other necessary service for future operations.

Captain Littlehales (of this ship,) is charged with the dispatch, whose assiduity and attention I with much satisfaction acknowledge, will be able to give their Lordships any further information.

I have the honour to be, &c.

SAM. HOOD.

Copy of another Letter from Commodore Hood, Commander in Chief of his Majesty's Ships and Vessels at the Leeward Islands, to Sir Evan Nepean, Bart. dated on board the Centaur, off St. Lucia, the 25th of June, 1803.

SIR,

The moment I am under sail, with Lieutenant-General Grinfield and troops, the Emerald has brought in a very fine schooner corvette called l'Enfant Prodigue, Citoyen Victor Lefebru, Lieutenant de Vaisseau, Commander, pierced for sixteen guns. She sailed from the Careenage the evening the troops landed, with dispatches for Martinique. The Emerald was sent in chase from the squadron, and did not capture her until after a run of seventy-two hours, during which time she threw all her guns overboard: being a remarkable fine vessel, I shall direct her to be valued and purchased into the service, which I hope will meet their Lordships' approbation.

I have the honour to be, &c.

(Signed) SAM. HOOD.

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* Centaur, Courageux, Argo, Chichester, Hornet, and Cyane.

ADMIRALTY-OFFICE, AUGUST 2, 1803.

Copy of a Letter from the Honourable William Cornwallis, Admiral of the Blue, &c. to Sir Evan Nepean, Bart. dated off Ushant, the 30th of July, 1803.

SIR,

I have the honour of enclosing a letter from Captain Bedford, of the Thunderer, giving an account of his having taken a French ship privateer, which might have very much distressed the trade of his Majesty's subjects, had not Captain Bedford's active zeal prevented her taking a single vessel belonging to England. I am, &c.

W. CORNWALLIS.

SIR, *Thunderer, at Sea, July* 26, 1803.

I have the honour to report to you, that on the 26th instant, I captured the Venus French privateer, pierced for twenty-eight guns, mounting sixteen six-pounders, and two eight pound carronades, one hundred and fifty men, commanded by Monsieur Lemperierre.

She is a fine vessel, quite new, sails remarkably fast, well found, coppered, and measures three hundred and fifty-eight tons; from the report I have received, she is calculated for his Majesty's service. She sailed from Bourdeaux the 21st instant, in company with four other privateers.

I have the honour to remain, &c.

Hon. Admiral Cornwallis. W. BEDFORD.

ADMIRALTY-OFFICE, AUGUST 6, 1803.

Copy of a Letter from the Honourable William Cornwallis, Admiral of the Blue, &c. to Sir Evan Nepean, Bart. dated the 1st instant.

SIR,

Having directed Captain Hamond, of his Majesty's ship Plantagenet, to cruise ten days to the westward for the protection of the trade, I have the honour to enclose, for the information of the Lords Commissioners of the Admiralty, copies of two letters from him, giving an account of the capture of two French privateers by that ship.

I have the honour to be, &c.

W. CORNWALLIS.

SIR, *His Majesty's Ship Plantagenet, at Sea, 25th July,* 1803.

A French brig privateer, le Courier de Terre Neuve, of four guns, and fifty men, belonging to St. Maloes, was yesterday captured by his Majesty's ship under my command, in lat. 49 deg. long. 14 deg. 30 min. west. She sailed some days ago from Abreverack, and has not taken any thing. I have, &c.

Hon. William Cornwallis, Admiral of the Blue, &c. &c. &c. GRAHAM E. HAMOND.

SIR, *Plantagenet, at Sea. July* 30, 1803.

At noon on the 27th instant, I fell in with his Majesty's sloop Rosario, in chase of an enemy's vessel. The Rosario, by four o'clock, had gained on the chase so as to be much within gun-shot, when her fore-top-mast being carried away by the great press of sail upon it, she dropt astern.

By eight o'clock the Plantagenet had got close alongside the chase, when she struck her colours. I found her to be the French ship privateer l'Atalante, of Bourdeaux, commanded by M. Arnaud Martin, with a complement of one hundred and twenty men, and pierced for twenty-two guns, but having only fourteen six pounders mounted, the remainder having been thrown overboard during the chase.

L'Atalante is an exceeding handsome vessel, coppered, and sails remarkably fast, having run us nearly ninety miles in the eight hours. She was out six days from Bourdeaux, and had taken nothing.

I have the honour, &c.

(Signed) GRAHAM E. HAMOND.

The Honourable William Cornwallis,
Admiral of the Blue, &c. &c. &c.

Copy of another Letter from the Honourable William Cornwallis, Admiral of the Blue, &c. to Sir Evan Nepean, Bart. dated the 1st instant.

SIR,

I have much satisfaction in acquainting you, for the information of the Lords Commissioners of the Admiralty, of the further success of Captain Paget, in his Majesty's ship Endymion; and I enclose a copy of his letter. I am, &c.

W. CORNWALLIS.

Endymion, at Sea, July 16, 1803, lat. 47. 50. N.
long. 22. 40. W.

SIR,

I have the honour to inform you, that this morning his Majesty's ship I command, captured l'Adour, French storeship, from Martinique bound to Rochfort. L'Adour is pierced for twenty guns, and was commanded by le Capitaine de Frégate, Moudelot, who was totally unacquainted with the war.

I have the honour to be, &c.

CHARLES PAGET.

The Hon. Admiral Cornwallis,
&c. &c. &c.

Copy of a Letter from the Honourable Captain Fleming, Commander of his Majesty's Ship the Egyptienne, to Sir Evan Nepean, Bart. dated at Sea, the 27th of July, 1803.

SIR,

I beg you will be pleased to acquaint the Lords Commissioners of the Admiralty, that I captured this day, in lat. 43 deg. N. and long. 25 deg. W. the French man of war brig l'Epervier, of sixteen guns and ninety men, bound from Guadaloupe to l'Orient, with dispatches. I am, &c.

C. E. FLEMING.

ADMIRALTY-OFFICE, AUGUST 9, 1803.

Copy of a Letter from Captain Samuel Sutton, Commander of his Majesty's Ship Victory, to Sir Evan Nepean, Bart. dated off Gibraltar, the 12th of June, 1803.

SIR,

I am to request you will lay before my Lords Commissioners of the Admiralty, the enclosed copy of a letter I have this day written to Vice-Admiral Lord Nelson, giving an account of the recapture of his Majesty's late ship Ambuscade, by the ship under my command.

I have the honour to be, &c.

SAM. SUTTON.

MY LORD, *Victory, off Gibraltar, June* 12, 1803.

I beg to acquaint your Lordship, that, on Saturday the 28th ult. in latitude 45 deg. 40 min. longitude 6 deg. 10 min. west, I captured the French national frigate l'Embuscade, (late his Majesty's ship Ambuscade, of thirty-two guns,) commanded by Monsieur Fradin, Capitaine de Vaisseau, and manned with one hundred and eighty-seven men.

The Ambuscade was from Cape Francois, bound to Rochfort; out thirty days.

I have the honour to be, &c.
(Signed) SAM. SUTTON.

Vice-Admiral Lord Viscount Nelson, K. B.
Duke of Bronti.

Copy of a Letter from Mr. Daniel de Putron, Commander of the Private Ship of War Alarm, to Sir Evan Nepean, Bart. dated Guernsey, 23*d July,* 1803.

SIR,

I beg leave to acquaint you, for their Lordships' information, that on the 28th ult. in lat. 42 deg. 45 min. N. and long. 11 deg. 7 min. W., I fell in with, and, after a chase of fourteen hours, captured the national schooner la Legere, commanded by Mons. Collinet, Lieutenant de Vaisseau, and mounting two brass four pounders, and fourteen brass swivels, with thirty-six men. She was bound from Rochfort to Senegal.

I have the honour to be, &c.
DANIEL DE PUTRON.

EAST-INDIA HOUSE.

August 17*th.* A General Court was held at the East India House, to sanction the late offer of the Court of Directors of 10,000 tons of shipping for the service of Government.

The business was opened in a most brilliant and energetic appeal to the feelings of the Proprietors, by Mr. Bosanquet, the Chairman.

Mr. Twining, after some preliminary observations, moved the following resolutions:

That this Court beholds, with the most heartfelt satisfaction, the general and patriotic exertions which are now making by all descriptions of persons to support the existence of the British empire, and to uphold the laws, the liberties, and the religion of the land.

That this Court feeling most forcibly that it is both the duty and the interest of every part of the community, and particularly of this great Commercial Company, to encourage, and, as far as it may be able, to contribute towards those exertions, which alone can secure to this Company its existence, and to the Country those peculiar and invaluable blessings, which it has long enjoyed, doth declare, That it approves and confirms the steps which have been recently taken by the Court of Directors, in aid of Government, at this important crisis.

That a General Court be summoned, in conformity to the Bye Laws, for the further consideration of this subject.

Mr. P. Moore seconded the motion; and called the attention of the Court to the situation of the Empire at this awful crisis, which called for the most prompt, vigorous, and unanimous exertions of every member of the community.

Mr. Jackson, Sir Stephen Lushington, Mr. Thornton, Mr. Henchman, and other Gentlemen, severally delivered their sentiments; after which the Resolutions were unanimously agreed to. The Court adjourned at two o'clock *sine die.*

MONTHLY REGISTER
OF
Naval Events.

PROTECTION OF THE COAST.

Lord Hobart has transmitted the following Plan, by Letters Circular, to the Lords Lieutenants of the Maritime Counties.

PLAN *of a* VOLUNTARY NAVAL ARMAMENT, *for the* PROTECTION *of the* COAST.

A regular establishment for the enrolment of seafaring persons, under the denomination of Sea Fencibles, having been formed by the Board of Admiralty, upon the line of coast more immediately opposed to the enemy, it is thought advisable that measures should be taken for a further extension of that system, and for rendering the services of that description of volunteers available, as well for the naval defence of the country, as for the purpose of manning the batteries upon the coast With this view, it is proposed, firſt,

That it be recommended to the Lord Lieutenants of the Maritime Counties to co-operate with the Board of Admiralty in obtaining the enrolment of all seafaring men, not applicable to the service of the navy, upon their respective coasts, under the general denomination of Sea Fencibles.

Secondly, That it be recommended to the principal sea-port towns to equip, at their own expence, a certain number of armed vessels and hulks, to be stationed for the better security and protection of such ports, and to be appropriated to, and manned by, Sea Fencibles, who shall take charge of them, and be exercised on board at the guns as often as may be required.

Thirdly, That where the proportion of Sea Fencibles, which any place can furnish, is greater than such place can find shipping to employ; and likewise where any place is capable of providing men, but unable to procure vessels; in both these cases vessels shall be furnished by Government.

Fourthly, That as colliers and coasting vessels are well adapted to be armed as gun-boats, it be recommended to the principal Merchants and Owners in every port in this Kingdom, to fit * their vessels of that description with slides between decks, and loop-holes in the combings of their hatchways, for close quarters; these vessels to carry two guns forward and two aft, to fight on either side, as well as fore and aft.

Fifthly, That when the vessels are reported ready, guns and ammunition shall be put on board by government free of expense to the owners; the masters giving a receipt and voucher to return them when demanded, and to keep a regular account of the expenditure of the stores.

Sixthly, That these vessels be fitted with ring and eye bolts for guns, and that small vessels be prepared to receive large oars, that they may be able to act in a calm, if necessary.

Seventhly, That the said vessels be under orders to attend to, and obey, the signals and directions that may be made to them by the Commanders of his Majesty's ships, or from the signal stations on the shore, and when detained, that they be entitled to demurrage according to their regular tonnage, at the same rate as common transports; the time of detention to be certified by the Officer who may order it.

Eighthly, That the said vessels, on arriving at and sailing from port, be subject to be visited by the Commanding Officer of the Sea Fencibles of the district.

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* The expense of such fitting has been calculated under 54l.

LAUNCH OF HIS MAJESTY'S SHIP HERO.

On the 18th August a noble and beautiful seventy-four gun-ship, called the HERO, was launched at Perry's Dock, Blackwall; and never upon a similar occasion was noticed so great a concourse of spectators as were assembled to witness the pleasing scene.—The Dock-yard, and every part of Woolwich Reach, were covered with the populace, while neutral and British vessels in the River had their rigging filled with men, and their mast heads decorated with the gay colours and pendants of their respective nations; the whole of which, and the fineness of the weather, had a most pleasing effect. About two o'clock the workmen began to remove the shores which supported her on the slip, and at three she was launched amidst the shouts of the multitude, who expressed their satisfaction with loud and repeated cheering. With all that grand solemnity, which the movement of so great a mass of timber could exhibit, she went off the slips, and with the most perfect regularity was received into the bosom of Neptune, at the same time making the element to swell, as proud of its burden. The shipwrights, and the oldest workmen in the yard, acknowledged they had never known an instance where the launch of any ship had been more readily effected; which, upon the whole, is not to be wondered at, as our builders, ship-wrights, and artificers have arrived to so much perfection in their several professions, as to render accidents, upon such an occasion, almost improbable. After driving from the dock a short distance, she was warped alongside an Indiaman, and lashed, in order to be ready, when the wind sprung up, to drop down to Woolwich, where she is shortly to be put into commission. Before she was launched, the riggers had furnished her with jury masts, temporary sails, yards, rigging, and every thing necessary to navigate her down the river, so that her appearance in dock was infinitely more interesting than those ships which were launched as hulks. She is said to be laid down by one of our first builders, and, in her dimensions, has the advantage of many of the old seventy-fours, being considerably broader on the beams, and higher between decks. Her comens over the hatchways are upon the new construction, as are the knees, riders, stanchions, pumps, shot-lockers, &c. and her hold and orlop are extremely commodious for all the purposes of war: exclusive of these advantages, her external appearance is beautiful—the head is ornamented with an heroic warrior, richly carved, in the Roman costume, surrounded by trophies, laurel leaves, and emblems of victory, the whole having the rake with her stern, which has been studied to give the figure a better effect upon the cutwater. The stern is plain, but neat; allegorical figures, richly carved, representing Plenty, Victory, Fame, &c. support the quarters. The stern gallery, counter, cabin windows, and quarter badges, cannot but be agreeable to the eye of an observer. Upon the whole, she is a fine ship, and, in the opinion of judges, a valuable addition to the British Navy. During the moment of her emersion, Admiral Lord Hood, in his twelve-oared barge, rowed to the spot, and expressed his satisfaction at the gallant manner in which she touched the water. After the launch was over, his Lordship returned up the river. The ladies who attended were elegantly dressed, and seemed highly entertained with the novelty of the sight. Perſons of the first distinction were present, and a line of carriages was formed from Blackwall almost to Limehouse. Mr. Perry, upon the occasion, invited a select party of friends to his house, where an elegant cold collation and wine were prepared for their reception, which they partook of, and drank to the future prosperity of the Hero. We are happy to add, that, although the spectators were observed standing in the most perilous situations during the launch, no accident occurred to damp the pleasure of the sight.

PLYMOUTH REPORT,

FROM JUNE 27 TO AUGUST 2.

June 27. The naval department at this port has been in a continual bustle since last evening, in consequence of an express received from London: seamen have been drafting from the small to the large ships, which are preparing for sea with the utmost dispatch.

28. Came in his Majesty's ship Albion, of 74 guns, from the Channel fleet. Sailed the Sceptre, of 74 guns, Captain Dickson, to join the Channel fleet; the Perseus, of 20 guns, with a fleet to the eastward; she has under her charge the Dutch ship Commerantia, from Smyrna, with a valuable cargo of silk and cotton, captured by the Dasher, of 18 guns, going to Standgate Creek, to perform quarantine, having a foul bill of health. Sailed the Canopus, of 80 guns, to join the Channel fleet.

30. Sailed for Falmouth, the Autumn, of 20 guns, Captain Melhuish, with a convoy. Yesterday sailed that beautiful man of war, fully manned, the Malta, of 84 guns, Captain Butler, to join the fleet off Brest. Came in from the Channel fleet, the Jamaica, of 26 guns, Captain Rose; and Gannet, of 16 guns, Captain Bass; left them all well on Sunday. By orders received from the Admiralty, every ship now fitting in this port is to be got ready for sea. A number of men were taken from the flag-ship, Salvador del Mundo, of 112 guns, Admiral Sir J. Colpoys, K. B., to complete the different ships in Hamoaze. So extremely well is the coast guarded by the vigilance of our cruisers, that this afternoon, Thursday, at 4 *p. m.* several brigs and sloops are going up and down Channel as quiet as if in profound peace. Sailed to join the Channel fleet, the Sceptre, of 64 guns, Captain A. Dickenson, with a fair wind. Came in from the Channel fleet into Cawsand Bay, the Albion, of 74 guns. Captain Ferrier. The Ville de Paris, of 110 guns, Captain M Seymour, is now fully manned, and is a very handsome ship, being quite new painted, tops and all varnished; she goes into Cawsand Bay to-night or to morrow. Just anchored in Cawsand Bay. from Spithead, the Prince of Wales, of 98 guns, Rear-Admiral Sir R. Calder, Bart. He saluted Admiral Sir John Colpoys, K. B, Commander in Chief, with 13 guns, which was returned. Remain in Cawsand Bay, the Prince of Wales, of 98 guns, Rear-Admiral Calder; and the Albion, of 74 guns. In the Sound, the Jamaica, of 26 guns. Not a single man of war in Barnpool, nor between the island and the main, so actively employed are all the cruisers of every description belonging to this port, under the orders of our gallant Commander in Chief of Naval Affairs, Admiral Sir J. Colpoys, Bart., K. B.

July 2. Orders came down to-day to Admiral Sir J. Colpoys, K. B., to send out every ship as fast as they are ready for sea. Yesterday arrived His Majesty's ship la Loire, of 40 guns, Captain Maitland, from a cruise off the Isle of Bas and the Seven Islands: she brought in with her a very fine French national gun-brig, called the Venteur, mounted with four long eighteen-pounders, and six forty-two pound carronades, and had on board eighty-two men: she was discovered on the evening of the 27th ult. at anchor in the Isle of Bas Roads, and the Officers of la Loire determined to attempt to cut her out; accordingly, two boats, manned with volunteers from the ship, put off in the night on this desperate enterprise, and they succeeded in getting alongside before day-light: the French seem to have been prepared to receive them, which of course rendered the success more doubtful—but the British tars were determined to obtain their object, and after an hour and a half's hard fighting, they captured and brought off their prize in triumph; the slaughter on board the French vessel is considerable; several of the officers, among whom are the first and second

Captains, were killed, and about 17 of the crew killed or wounded. We have the pleasure to add, that not one of the Loire's crew was killed, but eight of them were wounded, and some of them we fear dangerously. The wounded, both French and English, have been landed at the Royal Hospital, and the Venteur is gone up Hamoaze. The capture was effected under a very heavy fire from the battery on the shore, and the ship, when she was first attacked, was moored with three cables a head. Came in the Napoleon French brig from Guadaloupe, bound to Nantz, laden with sugar and coffee, taken by the Naiad, of 38 guns, Captain Wallis; she left the Channel fleet on Monday last all well. Arrived the Russel, of 74 guns, from the fleet, to fit for foreign service; also, came in the Royal Sovereign, of 110 guns, from Spithead. Sailed the Jamaica, of 26 guns, on a cruise. The Ville de Paris, of 110 guns, is gone from Hamoaze.

3. Came in the Autumn, of 20 guns, from a cruise; and from Bristol, with a number of seamen for the fleet, the Venus cutter, Lieutenant Delafons: ten leagues off Scilly she fell in with a lugger privateer, and chased her for the whole of last Monday, but lost her in an amazing fog. The Venus saw the Nimble, of 14 guns, Lieutenant Cochlan, speak a brig off the Manacles, but whether friend or enemy could not tell.

4. The Ville de Paris, of 110 guns, Captain M. Seymour, warped down yesterday to the lower moorings; but the fog was so great, that she came-to for the night; she went into Cawsand Bay this forenoon; in passing the narrows, being newly painted, and the weather fine, she looked a very beautiful man of war. Came in two brigs from the westward, and went up Hamoaze; one appears to be retaken, by the number of men on the deck. Came in the French sloop la Marie, Guilleaume, from Croisie, bound to Brest, laden with salt, captured by the Doris, of 36 guns, Captain Pearson; also the Danish galliot Haabet, Captain A. J. Tiorswaag, from Dantzic, bound to Leghorn, laden with wheat, detained by the Eliza privateer, of London, Captain James Lathy, which vessel arrived with her. The Dane is since liberated.

5. Came in from Spithead the Royal Sovereign, of 110 guns; she came to in Cawsand Bay; she is come round to get men. Sailed the Jamaica, of 26 guns, Captain Rose, on a cruise. Came in a French sloop, prize to the Doris, of 38 guns, with salt from Croisie; also, from the West Indies, the Renard, of 24 guns, Honourable Captain Cathcart. On her passage home, she fell in with many French West-Indiamen, but did not know of the war till she arrived off Scilly, or she might have made her fortune and that of her ship's company. Came in a large French brig from St. Domingo to l'Orient, taken the 23d June by the Hussar, of 32 guns, Captain P. Wilkinson.

7. Came in the Dutch schooner Broders, last from Surinam, bound to Amsterdam, laden with sugar, coffee, cotton, and wine, taken by the Dove privateer, of Guernsey, and afterwards taken from her by the Jamaica, of 26 guns, Captain Rose. Came in the Hazard, of 18 guns, from the Channel fleet, with dispatches. It appears that the following ships are gone to the Mediterranean, from the fleet: the Malta, of 80 guns; Canopus, of 80 guns; Sceptre, of 74 guns; and Conqueror, of 74 guns. Came in from a cruise, the Aigle, of 38 guns; Topaze, of 38 guns; and Rambler, of 14 guns.

9. Arrived the French ship la Virginie, from St. Domingo, for Bourdeaux, with coffee, sugar, and cotton, taken in lat. 49. 58. long. 14. 32. by the Minerva, a tender to His Majesty's ship Impetueux, of 80 guns; and the Miranda privateer of Falmouth, out 48 days. The ship Princess of Wales, of London, Captain Gregg, from Jamaica, for London, laden with 580 hogsheads of sugar, and 150 logs of mahogany; she was captured on the 2d inst. in lat. 48. 30. by the Malwan, French privateer, of 4 guns, of St. Maloes, out 15 days, and full of men, and retaken on the 6th following, after an action of eight hours, by the Lord Nelson privateer, of this port, of 10 guns, Captain Crowte; and the Trimmer privateer, of Portsmouth, of 2 guns: the ship has only two guns, but the French prize master, knowing her to be of great value, was determined to defend her as long as he could, though he had only ten men on board: the same

privateer had retaken a Dutch ship from Demarara, which had been previously captured by the Apollo frigate.

10. Arrived the John and Catherine privateers, of London, and a Spanish ship from Louisiana, with a valuable cargo for Havre-de-Grace; she chased, without effect, three Jamaica ships, captured by a French privateer. Came in from the fleet, the Culloden, of 74 guns, Captain Dacres: left them all well last Tuesday, cruising off Ushant; she brought in a French schooner privateer, of 8 guns. Sailed to join the Channel fleet, the Princess of Wales, of 110 guns, Rear-Admiral Calder, she had thirty men from la Topaze, of 44 guns, to make up her complement.

11. By the best accounts received from neutral vessels from Ferrol, spoke with by our frigates, it appears, that Admiral de Winter, with three sail of men of war, viz. one of 74, one of 68, and one of 44, sailed from Ferrol the 16th of June for the Cape of Good Hope. On our gallant Channel Admiral receiving the intelligence, orders were dispatched to the Tonnant, of 84 guns, and Mars, of 74 guns, then cruising in the latitude of the Spanish coast, to pursue him. There sailed from Bourdeaux in the last fortnight, nearly 30 sail of privateers of different sizes; those from 32 to 16 guns are provided for long cruises in the Streights, off the windward islands, and to intercept any homeward-bound ships.

12. Came in the Neptune, of 98 guns, Captain O. B. Drury, from the Channel fleet, and brought in the French brig la Prudente, from Martinique, bound to Havre, laden with sugar, coffee, and cotton, which she captured in the bay; the report on board la Prudente is, that she sailed with a fleet of fifty sail, under convoy of five sail of the line; the truth of which we do not vouch for.

14. La Loire, of 48 guns, Captain Maitland, is again sailed, being refitted, for her station off Isle Bas, to prevent any communication between the different ports for convoys passing up and down. The Topaze, of 44 guns, is ordered for convoy for the westward. Came in from the fleet the Dreadnought, of 98 guns; she came to in Cawsand Bay.

16. Came in the Neptune, of 98 guns, Captain Drury, from the fleet to refit; she came to in Cawsand Bay; she left them all well on Tuesday last. The Russell, of 74 guns, Captain Williams, is now fitting for a foreign station in Cawsand Bay, and is to take on board six months' stores and provisions; her destination is as yet unknown. The famous privateer of St. Maloes, la Malouin schooner, Captain L'Orient, which has taken so many homeward-bound Jamaica-men, has had her career at length stopped, and after a long chase was captured a few days since, and brought in here by the Speedwell brig privateer, of London. The Captain of the Princess of Wales, belonging to Messrs. Vaughans, of London, captured by la Malouin, was agreeably surprised to find his old ship in Catwater, after supposing her in France; she was recaptured by the Lord Nelson privateer of this port, and the Trimmer privateer of Portsmouth, after a smart action, and is worth 36,000l.

17. Sailed the Charwell, of 36 guns, with a convoy to the eastward; she is not destined for foreign service, as was expected. Came in yesterday the Sea-gull, of 18 guns, with five sail of Indiamen from the Downs; also the Vengeance (French), from St. Domingo, taken by the Two Brothers privateer. Sailed the Albion man of war, with the Ann, Glory, Northampton, Anna, and General Stewart, under convoy for the East Indies, and Neptune and Russell man of war.

20. Came in the Active cutter, from the eastward. Sailed his Majesty's ships Seagull, of 18 guns, Captain Burke; Speedwell, Eagle, and Renown revenue cutters, for the Downs, with a very large fleet under convoy, among which are about thirty sail of French and Dutch prizes for London.

21. A Dutch frigate of 44 guns, but only 10 mounted, was spoken with by a small British privateer of six guns, a few days since in the Channel. The Dutchman did not know of the war, and the privateer followed all day, hoping

to see some cruiser, which might take her, but did not fall in with any. It is likely some of our north sea squadron may pick her up. The French privateer, la Malouin, would not have been captured by the Speedwell, if she could have got her sweeps out, but she had 46 English prisoners on board, and they hindered her manœuvres. A reinforcement of artillery is gone for Pendennis Castle.

24. A vessel spoken with at sea by one of our pilots, said that a French Indiaman, of 1400 tons, had been taken by Admiral Campbell's squadron, which lately left the Channel fleet. A French West Indiaman has been captured by the Thunderer. A Spanish lugger has been detained by the Atalante. The Royal Sovereign, of 110 guns; the Aigle, of 44 guns; and the Poulette and Moucherne brigs, of 18 guns, are in Cawsand Bay and the Sound. The St. Joseph, of 110 guns, will sail for the Channel fleet next week, having her crew partly made up from the Neptune.

26. Came in the Lord Nelson privateer, of this port, Captain Crowte, from a cruise, to refit and revictual; and the Mary, of and for London, Captain Petticott, from Antigua, laden with rum and sugar, put in for convoy. Sailed the Royal Sovereign, of 110 guns, to join the Channel fleet; also the Hussar, of 38 guns, Captain Wilkinson, and Maycheron, of 18 guns, on a cruise.

28. Sailed this morning the Royal Sovereign, of 110 guns, to join the Channel fleet, under Admiral Cornwallis, off Brest; she took on board a number of live oxen and a large quantity of vegetables for the men of war. Came in a sloop from Swansea, with Welch coals; she was chased off the land's end by a French cutter privateer, of 10 guns, but escaped in shore by favour of the night; next morning she fell in with a revenue cutter, full of men for the fleet, and acquainted her with the course she was standing the preceding night, when the cutter immediately stood after the privateer. Came in the Autumn, of 18 guns, with a convoy for the westward. Several vessels of low draft of water, in Hamoaze, were this week commissioned; they are to be employed on the Channel, and to carry thirty-two-pound carronades. Sailed the Jamaica, of 24 guns, to join the Channel fleet. The Purser of the Asia, East-Indiaman, brings the agreeable news of six more East Indiamen, from Bengal and China, being on their passage for Europe; they must now be nearly in the Channel, They are all apprised of the war, and, being together, will be a match for any large privateer.

30. Arrived the Joseph and Grace cutter privateer, belonging to this port, from a cruise in the Bay, where she was captured on the 23d inst. by a French brig privateer, which plundered her of her guns, ammunition, small arms, &c. and then ransomed her for 120l., taking out the chief mate as an hostage.

31. There is every reason to suppose, that the Hazard, of 18 guns, Captain Neve, was taken a few days since off Ferrol. Since this account came, a man of war's tender brought the following confirmation of the business: the Hazard was on the look out off Ferrol, she escaped four French line of battle ships going into that harbour, supposed from St. Domingo; but in the grey of the next morning found herself surrounded by four French frigates and a corvette, and was of course obliged to strike; she was seen in the outer road of Ferrol by a neutral vessel, with French colours flying over the British. The Hazard was a lucky cruiser, and Captain Neve a very active officer. Sailed for the French coast, the Autumn, of 18 guns, with a French pilot on board. Went into Barnpool, to new set her rigging, the Sirius, of 30 guns, Captain Prowse, from the Sound. Came in the Joseph privateer, of this port; she was taken by a French privateer, plundered, and then ransomed for 160l. and sent in here. Arrived a beautiful French privateer, called the Venus, quite new, from Bourdeaux, out five days, and had not taken any thing; she is mounted with 18 guns, and has 150 men; was taken on the 26th inst. by His Majesty's ship Thunderer, of 74 guns: five other privateers sailed at the same time. A French brig privateer, called le Courier de Terre Neuve, of six guns, and fifty men, taken by His Majesty's ship Plantagenet, of 74 guns: she had been from St. Maloes one month, and had taken an English West Indiaman.

August 1. Last evening arrived here the Catherine and Mary privateer, of London, of 10 guns, four-pounders, Captain Goodall, from a cruise, in a very distressed condition; having had two very severe actions with the Caroline French brig privateer, of 22 long six-pounders, and 90 men, to which, after the most gallant defence, and after having expended every thing that could be converted into ammunition, she was compelled to strike: she fell in with the Caroline on the evening of the 23d ult., with the Sybill, an English South whaler, and the Active West-Indiaman, in company, which she has captured: notwithstanding her great superiority, Captain Goodall immediately attacked her, and after a severe contest, the Frenchman sheered off; in the course of the night Captain Goodall recaptured the two English ships, but the Frenchman conceiving that by these means he had weakened his crew, renewed the attack with redoubled vigour, and continued it until the Catherine and Mary had not the power of discharging another gun, when, to prevent further slaughter, she was obliged to strike: during the engagement one man was killed, and nine wounded, two of them mortally, and the vessel was much cut in her mast, sails, rigging, and hull: after the Frenchmen boarded her, they cut away her mainmast, threw all her guns overboard, together with every other moveable store, quadrant, compasses, &c. except just enough to bring her to port, and after having taken Captain Goodall and the mate out of her, they turned her adrift; the two recaptured vessels again fell into the hands of the French, after the capture of the Catherine and Mary, and they shaped their course for France. The Caroline had five English Captains on board, taken out of ships she had captured. Arrived the Adonis French store-ship, from Martinique, in ballast; the Jean Pierre, French ship, from Guadaloupe, with rums, sugar, &c.; and l'Engagement French ship from St. Domingo, with coffee, &c. taken by the Endymion frigate. The Danish ship Ceres, from Gottenburg for Bourdeaux, sent in by the Regulus privateer; and the Johanna Elizabeth, from Gottenburg, sent in by the Diamond frigate.

2. Came to, between the island and the main, l'Ardot French frigate, of 36 guns, and but few men, with money and stores, from Martinique to l'Orient, and two very valuable French brigs, from St. Domingo, with dollars, and cargoes of cotton, coffee, sugar, and indigo, prizes to the Endymion, of 44 guns, Hon. Captain Paget. Came in a French privateer brig, with 60 men, taken by the Plantagenet, of 74 guns, Captain Hammond; also a retaken ship, belonging to Dartmouth.

PORTSMOUTH REPORT,

FROM JUNE 28 TO AUGUST 6.

June 28. Arrived the Catharine, ———, with troops, from Cowes for Jamaica. Sailed the Royal Sovereign man of war, to join the Channel fleet.

29. Arrived the Starling gun vessel, with two vessels retaken; the Hydra frigate, from a cruise, with a French privateer and two fishing-boats, her prizes. Sailed the Grampus man of war, with the ships under convoy for the East Indies, except the Tygress, which remains.

July 1. Arrived the Charlotte schooner, with the General Stewart, Northampton, Ann, and Glory, East Indiamen, and several other outward-bound vessels. Came into this harbour the Ganges, of 74 guns, Captain Mackenley. She is to be docked and repaired for commission as soon as she is cleared; her men are to be turned over to the Defiance, of 74 guns, Captain Durham, and the Magnificent, of 74 guns, Captain Jervis. Sailed the Alcmene, of 32 guns, Captain Stiles; and the Cerberus, of 32 guns, Captain Selby, on separate cruises. The Blanche frigate, Captain Mudge, with the West India convoy, will sail on Sunday next; and the Sea Horse frigate, Hon. Captain Boyle, with the Oporto and Mediterranean ships, will sail in a few days afterwards.

2. The Diana frigate, Captain Maling, will sail on a cruize to-morrow. Of the thirty-four fishing boats brought into this port, captured by the Africaine and Topaze, nine of them have been given up, and upwards of one hundred men and boys released. Admiral Holloway attended the survey, and selected such boats as would not carry carriage guns, and men who were not capable of bearing arms. The West India convoy, under charge of the Blanche frigate, Captain Mudge; and the ships for the Mediterranean, under convoy of the Sea Horse frigate, Hon. Captain Boyle; will sail on Monday.

5. Arrived the Mercury, of 28 guns, Hon. Captain Bouverie, from Guernsey; and the Orpheus, of 32 guns, Captain Hill, from a cruize. Sailed the Diana, of 38 guns, Captain Maling, on a cruize.

6. Sailed the Starling gun vessel, Lieutenant Guyon, on a cruise. Arrived the Tribune, a new frigate, of 36 guns, launched yesterday at Bursledon. Came in a large West Indiaman, laden with sugar, cotton, and indigo, bound to Bourdeaux, captured by the Apollo of 38 guns.

8. Arrived the Peterell, of 16 guns, Captain Lamborn, from a cruise; and St. Johannes, from Bourdeaux, for Hamburgh, with brandy, taken by the Britannia cutter. Sailed the Defiance, of 74 guns, Captain Durham; and the Galatea, of 32 guns, Captain Heathcote; the former to St. Helen's, and the latter to the Needles, as guardships. Came into Harbour, the Mercury, of 28 guns, Hon. Captain Bouverie, to have her stern and false keel repaired, which were damaged by her getting on shore on the coast of France. Arrived a French Brig, from St. Domingo, captured by the Apollo, of 32 guns, Captain Dixon. Madame Bonaparte's niece is on board of her, as a prisoner of war! The Apollo has also captured a Dutch ship, valuably laden, which is not yet arrived.

10. We are most truly concerned to state, that the Falcon cutter, which arrived here this morning, brings intelligence of the loss of his Majesty's ship Minerve, of 36 guns, commanded by Captain Brenton. She went on shore in a very heavy fog, on a rock, near Cherbourg, close under two batteries, which, the moment the fog cleared away, began a very heavy firing. Captain Brenton, finding resistance ineffectual, was under the painful necessity of surrendering. We are happy to say, that no officer or man on board was either killed or wounded. Immediately on their landing they were made prisoners, and marched into the country. The Defiance, of 74 guns, Captain Durham, is gone to St. Helen's. The Sea Horse, Hon. Captain Boyle; Amazon, Captain Parker; and the Prevoyante store-ship, with the Mediterranean convoy, still remain at Spithead.

11. Arrived the Howard, Baker, from Memel. Sailed the Ardent, Thompson, with troops, for Falmouth; and Prudence, Weal (a cartel), with prisoners for Cherbourg. Sailed the Amazon, of 36 guns, Captain Parker, for the Mediterranean; and the Africaine, of 44 guns, Captain Manly, with a convoy for the Downs. The outward-bound East Indiamen lying at the Motherbank are ordered round to Plymouth, where a convoy will be appointed for them. They will sail from hence with the Mediterranean ships, under charge of the Sea Horse, Arrow, and Wasp. Arrived the Wiezer, from Baltimore, bound to Bremen, laden with rice and tobacco; and the Harman, from Philadelphia, bound to Hamburgh, laden with cotton and tobacco, detained by the Diana frigate, Captain Maling.

12. Arrived the Sea Gull sloop with a fleet under convoy from the Downs; and the Fury, of 16 guns, Captain Langford, from the eastward. Sailed the Mercury frigate for Guernsey. The Mediterranean convoy, and East India ships, will get under weigh with the tide this evening, and proceed on their voyages. The Defiance, of 74 guns, Captain Durham, is put under quarantine at St. Helen's, for having pressed a man out of a ship from the Mediterranean.

13. This morning sailed, with a fine breeze, the Sea Horse, of 38 guns, Hon. Captain Boyle; Arrow, of 20 guns, Captain Vincent; Wasp, of 18 guns, Hon.

Captain Aylmer; and the Prevoyante storeship, W. Brown, master, with a large convoy for Lisbon and the Mediterranean; also several outward-bound East Indiamen and Whalers to join convoy at Plymouth.

15. Sailed the Petterell sloop of war, with the outward-bound, under convoy for Cork. Arrived the Eagle, from New York, for Amsterdam, sent in by the Duke of York cutter.

17. Arrived le Bon Petre (French), from Guadaloupe, taken by the Apollo frigate; Diana frigate, from a cruise.

18. Arrived the ——, Robinson, from Jamaica, for London, recaptured by the Acasta frigate, and l Esperance (French brig), from New Orleans, taken by the Apollo frigate.

21. Captain Thesiger, Agent for French Prisoners at Porchester, has in charge the relations of Madame Bonaparte, who were taken in the Dart privateer, by the Apollo. They are suffered to walk about the town, and provide themselves with necessaries.

23. Arrived the Trimmer privateer, which fell in with and convoyed here, the homeward-bound East India ship Ruby; fell in with her eleven leagues West of Scilly. Arrived the Falcon cutter from a cruise, Bellon and Ceres, South Sea-men, from the Downs. Sailed the Nile cutter for a cruise, Charger gun-vessel, and a cutter, with a fleet under convoy, for the Downs.

25. Arrived a fine French lugger privateer, of 16 guns and 90 men, captured by the Amazon frigate, Captain Parker. She is a very strong-built vessel, and had only taken a ship from Honduras, which is retaken by two privateers, and carried into Guernsey. Sailed the Apollo, of 36 guns, Captain Dixon, on a cruise to the westward. Arrived the Minx gun-vessel, from the eastward.

27. The Greyhound cutter is appointed to convoy the ships to Quebec.

29. The Defence, of 74 guns, Captain Durham, lying at St. Helen's, is ordered to Plymouth to be manned and paid. Sailed the Phœnix, of 36 guns, Captain Baker, with the London, Nile, Colworth, Grant, and Princess Royal, transports, for Plymouth; and the Terror bomb, with a convoy, to the eastward. The Die Treende Haab, from Naples to Hamburgh, detained by the Albion cutter, Lieutenant Mayson Wright; and the Danish galliot Die Gesellschaft, laden with flax, from Pernau to Lisbon, detained by the Ant schooner, Lieutenant Carpenter, are arrived.

Aug. 1. The Calpe and Sir Andrew Mitchell have arrived, with Captain Malcolm, the Officers, and men, belonging to the Victorious, which has been broke up at Lisbon; they have been nine years in the East Indies; the above ships were hired to bring them from Lisbon. The Magnificent, of 74 guns, Captain Jervis, dropped down to St. Helen's. The Decade, of 36 guns, Captain Rutherford, went out of harbour. The Trimmer cutter privateer has sailed on a cruise.

2. Arrived the Young Jane, ———, from Roxburgh for France, sent in by the Duke of York cutter; la Favre, Hyneu, from Bant, taken last night by the Alert privateer, of Guernsey; and a large Spanish ship sent in by the Anna Maria privateer, of Gosport.

3. Brought in by the Anna Maria privateer, of Gosport, the following prizes: Nancy, from Charlestown for Rochelle, with sugar; Neptune, from the Havannah for Bourdeaux, with sugar; and Superior, of New Orleans, for Amsterdam.

4. Arrived the William armed ship; Pandora, armed *en flute;* Pegasus, armed *en flute;* and Abundance, store-ship; with the Dædalus, Planter, Amphitrite, Melantha, Ariel, Freelove, Duchess of Rutland, Fame, Betsey, and Union, and Zephyr, transports, with troops from Egypt and Malta. Arrived a French national brig of war, prize to the Egyptienne frigate.

5. Arrived the Revolutionaire, of 44 guns, Captain Lock, with a French merchantman, her prize, from Gibraltar: they are both under quarantine. Sailed the Decade, of 36 guns, Captain Rutherford, for Guernsey; and the Sea Gull, of 18 guns, Captain Burke, on a cruise. Arrived the Starling gun-vessel, Lieutenant Guyon, from a cruise.

6. Arrived the Revolutionaire and Duke of York, Torridge, from the Streights, which, with several others, are under quarantine; and l'Hirondelle, from the Isle of France, worth 60,000l., prize to the Revolutionaire.

Promotions and Appointments.

Captain Lord G. Stuart is appointed to the Arrogant.

Hon. Captain De Courcy, to the Plantagenet, *vice* Hamond, indisposed; Hon. Captain Gardner, to the Hero, launched lately at Blackwall; Captain R. Hall, to the Revolutionaire, *vice* Lock; Lieutenant W. Robertson, to the Trial cutter.

Captain Graves, of the Venus, is appointed to the Blenheim; Captain Matson, of the Blenheim, to the Venus; Lieutenant Nourse, of the Centaur, is made Commander into the Cyane; Lieutenant Shipley, of the same ship, is made Commander into the St. Lucia; Lieutenant Crompton, of the Ulysses, is appointed Agent of Transports on this expedition; and Mr. Sutton, Midshipman of the Hornet, is promoted to be a Lieutenant of the Ulysses.

Lieutenant Woolcombe, of the Argo, to the Centaur; Lieutenant K. Nowseley, of the Ulysses, to the Argo; Mr. Edwards, Midshipman of the Centaur, to the Ulysses; Mr. Clewlow, Purser of the Ulysses, to the Emerald; Mr. Bead, Purser of the Cyane, to the Ulysses; Mr. Scott, Clerk of the Ulysses, to be Purser of the Cyane; Mr. Cumpstone, Midshipman of the Centaur, to be Lieutenant of the Blenheim; Mr. Finchley, Midshipman of the Argo, to be Lieutenant of the Cyane.

Captain Yorke is appointed to the Prince George; Captain Purvis, to the Dreadnought; Captain E. Brace, to the Castor; Hon. Captain Bennett, to the Hermes; Captain Pigott, to the Speedy.

Captain M. Maxwell, to the rank of Post Captain, and is appointed to the command of the Centaur, *vice* Littlehales; Lieutenant C. Shipley, to l'Enfant Prodige, Lieutenant Legeyt, to the Stork, *pro tempore* command, in the West Indies.

Captain J. Temple is appointed to the St Albans, floating battery; Captain H. Hotham, to the Imperieuse, late Amphitrite; Captain W. Cashman, to the Triton; Sir W. Bolton, to the Childers; Captain G. Heathcote, to the Suffisante; Lieutenant Parsons, to the Hecate; Lieutenant Price, to the Boxer; Lieutenant Williams, to the Fearless; Lieutenant Fernandes, to the Speedwell; and Captain Cotterell, of the Stork, to the Hercule, *vice* Ferris, deceased.

Captain Scott is appointed to la Diane; Captain Holles, to the Mermaid; Captain R. Forbes, to the Pluto; Captain W. Wooldridge, to the Scourge; Captain E. P. Brenton, to the Merlin; Captain Northey, to the Curlew; Lieutenant Chester, to the Boxer; Lieutenant Petit, to the Aimwell, gun-brig; Captain M'Donnell, to the Lilly; Hon. Captain Elliott, to the Termagant; Captain W. Drury, to the Charon; Captain J. Stuart, to the Kent.

BIRTHS.

The Lady of Admiral Sir Charles Pole, Bart. of a daughter, at his house in Chandos-street.

Lately, at Ryde, in the Isle of Wight, Mrs. Shippard, wife of A. Shippard, Esq. and daughter of Rear-Admiral Knight, was safely delivered of a fine boy and girl.

On Thursday, the 11th August, the Lady of Commissioner Otway, of a son.

On Monday, the 15th August, in Manchester-street, the Lady of Captain Elphinstone, R. N., of a daughter.

On the 20th August, the Lady of Captain Whitby, of the Royal Navy, of a daughter.

On the 21st August, the Lady of Captain Mends, of the Navy, of a daughter.

At Hope Cottage, Isle of Wight, the Lady of Captain Boutan, of twins.

MARRIAGES.

Lately, Captain Ross, of la Desirée, to Miss Cockburn, of Kingston, Jamaica.

Lately, in Scotland, Dr. J. Stoddart, his Majesty's Advocate in the Admiralty of Malta, to Miss Isabella Moncreiff, eldest daughter of Sir H. Moncreiff Welwood, Bart.

On Wednesday, the 17th August, at St. Luke's, Old-street, Captain Alexander Francis Baillie, of the Royal Navy, to Mrs. Elizabeth Gordon, of the New Town, Edinburgh.

On Wednesday, the 24th August, at Litchfield, by the Rev. Robert Foote, Prebendary of Rochester, Captain Edward James Foote, of the Royal Navy, to Miss Patton, eldest daughter of Vice-Admiral Patton.

OBITUARY.

At Madras, on the 17th January last, John Hornsey, Esq. Commander of his Majesty's sloop of war the Victor, a most distinguished young Officer.

At Bath, Mrs. Jervis, aunt to the Right Hon. the Earl of St. Vincent.

At Exmouth, Captain Blake, of the Royal Navy.

Lately, at Pentonville, Mrs. Page, wife of Mr. Page, of the Sick and Hurt Office, brother to D. Page, Esq. Barrack-Master of Winchester.

On the 30th July, Captain Vernour, of the Calypso sloop of war, of 16 guns. During a violent storm on the above day, whilst convoying the Jamaica fleet, a heavy laden West Indiaman running foul of her, she immediately foundered, and every soul on board perished. Captain Vernour was a very good Officer, was some time attached to the Hon. Admiral Waldegrave's flag (Lord Radstock), and sailed from Portsmouth as Second Lieutenant of the Theseus.

Lieutenant Mowatt, of his Majesty's ship Ulysses.

Mr. Wilson and Mr. Child, Midshipmen.

Mr. Archdeacon, Purser of the Emerald.

Mr. Cole, Midshipman of the Blenheim.

On Friday morning, the 5th August, suddenly, much lamented by his relatives, and regretted by his numerous friends, Mr. Shelley, of Wimbledon, Surry, and Mincing-lane, London, father to the Lady of Mr. Garthshore, one of the Lords of the Admiralty.

On Tuesday, the 9th August, in Manchester-square, the Lady of William Garthshore, M. P. for Weymouth, having suddenly lost her father a few days before.

At Bristol, Mrs. Burdett, wife of Captain Burdett, of the Royal Navy, and daughter of General Whitelocke.

On Wednesday, the 10th August, at an advanced age, at her house in Park-place, Mrs. Margaret Pocock, sister to the late Admiral Sir George Pocock, K. B.

THE

Marine Liſt

OF

SHIPS LOST, DESTROYED, CAPTURED, AND RECAPTURED, &c.

FROM JULY 8 TO JULY 15, 1803.

THE Cærwent, Robertſon, from Jamaica to London, was captured the 26th of June, by the Repriſal French privateer.

The Reſolution, ———, arrived at Briſtol, was captured three days after ſailing from Cadiz, by the Repriſal privateer, and ranſomed for a thouſand guineas.

The Princeſs Royal, Heatley, of Briſtol, from Gallipoly to London, is captured by the French.

The Lydia, ———, from Virginia to Cadiz, is put into New York, in diſtreſs, and the cargo ſold there.

The Thetis, Aſtrom, from Briſtol to Stockholm, got on ſhore near Kingroad, in going down the river, but is got off after cutting away her maſts.

The American ſhip Pallas, Marſhall, bound to Teneriffe, which was detained and ſent into Falmouth, is liberated.

The Nancy, Howland, from Charlſton to Hull, put back in diſtreſs the 11th of May, having ſprung a leak.

The Olivia, arrived at Liverpool, was boarded about ten days ago, by a French privateer, of fourteen guns, and 130 men, which had captured a brig from Barbadoes three days before, in lat. 49. 15. long. 17.

The Undaunted, Maſon, from Jamaica to London; and the brig Diſpatch, ———, were ſeen on ſhore on the Colorados reef, by Captain Meek, of the Albion, arrived at Cork.

The Dart, from Martinique, taken by the Apollo frigate; the St. Johanna, from Bourdeaux to Hambro', detained by the Britannia cutter; the Weſer, Tegeler, from Baltimore to Bremen, and the Herman and Thuſnelda, Rocloffs, from Philadelphia to Hambro', both detained by the Diana frigate, are ſent into Portſmouth.

The Broders, Luſt, from Surinam, taken by the Dove of Guernſey; the Fanny (French ſhip), from Virginia; the Doornhaag, from Demarara, both taken by the Rambler ſloop; the Anna (Spaniſh), Cantica, from the river Plata, detained by the Queen Charlotte cutter. The Peggy (Spaniſh), from New Orleans, detained by the Sally, of Plymouth; the John and Mary, from New Orleans, detained by the Catherine and Mary, of London; la Virginie, from St. Domingo, taken by the Miranda privateer; the Platus, from St. Thomas's to Bremen, detained by the Ferrett, of Plymouth; the Vrow Henrietta, from Demarara, taken by ditto; la Providence ſchooner, of Rochelle, taken by the Naiad; are ſent into Plymouth.

The Minerve frigate, having got on ſhore near the forts of Cherbourg, is taken poſſeſſion of by the French.

The Jong Johanna Theodora, Deetzen, from Demarara; and la Coureuſe, Troquet, from Martinique to Havre, are taken by the Edward and Mary privateer, of Dover, and ſent into Falmouth.

La Jeune Felicite, of 150 tons, from Newfoundland to Bourdeaux, with fiſh, has been taken by the Diana privateer of Alderney, and arrived at Scilly.

La Suf[illegible], from St. Domingo to Nantes, is taken and ſent into Guernſey by the Friends Goodwill privateer. Alſo a Bremen ſhip, with mahogany, from St. Domingo, ſaid to be bound to Bremen.

Two French coaſters, with wine and coals, have been taken and carried into Jerſey by the Succeſs privateer.

The Robuſte, from Louiſiana to Bourdeaux, of 300 tons, with ſugar, coffee, &c. taken by the Phenix, of Jerſey, Earl Spencer, of Dover, and Henry, of Weymouth, is arrived at Guernſey.

The Eliza privateer, of Briſtol, has taken a veſſel under Spaniſh colours from New Orleans to Havre. Alſo recaptured the Princeſs Royal, Heatly, from Gallipoly to London, and ſent them into Briſtol.

The Brothers, Jefferys, from London to Newfoundland, ſprung a leak off Portland, on the 26th ult. and is not able to proceed on her voyage.

The Swallow packet fell in with the Telegraph packet from Bengal, in lat. 18. long. 31. very leaky, bearing away for Barbadoes—and on the 2d of June ſpoke the Calcutta, in lat. 6. 30. long. 23. 30. all well.

The Princeſs of Wales, Greig, from Jamaica to London, has been taken by a French privateer; retaken by the Lord Nelſon and Trimmer privateers, and arrived at Plymouth.

The Auguſta, Wood, from Antigua to London, was taken the 26th of June, in lat. 40. 6. long. 15. by the Aquilla French privateer, who had alſo taken the Valantine, ———, from Briſtol to Barcelona. The Auguſta is ſince retaken by the Elizabeth privateer, and arrived at Cork.

The Jamaica, Bourn, from Jamaica to London; the Swinger, M'Farlane, from ditto to Glaſgow, the Union, Brown, from Grenada to London; and the Nelſon, ———, from ———, are captured by le Repriſal privateer, of 14 guns, belonging to Bourdeaux. The Swinger is retaken by the Catherine and Mary privateer, and arrived at Plymouth.

The Nordlicht, from Hambro' to Bourdeaux; and the Ornen, from ditto to Malaga, detained by the Marianne privateer, of Poole, and ſent into that port, are liberated.

The Adventure, Aiſton, from Clyde, is ſtranded at Quebec.

The Bulah, with coals, and a ſmuggling veſſel, have been taken by the French, ſince retaken off Dunkirk, by the Snipe gun-brig, and ſent into the Downs.

L'Amitie, Villeneuve, from Virginia to Dunkirk, is taken by the Gannet ſloop, and ſent into Falmouth.

The Lion, ———, from Tortola and St. Thomas's to Curacoa and back, is loſt.

La Vertude, Pratiaga, ſailed from the Carraccas for Old Spain in October laſt, and has not ſince been heard of.

Two French tranſports, with 500 troops, are taken and carried into Barbadoes; and another French tranſport is reported to be carried into St. Vincent's.

An embargo on all veſſels was laid at Barbadoes on the 11th of June.

Liverpool, July 13.—A French brig, from Martinico to Marſeilles, is juſt arrived, prize to the Ann and Ellen. Signals are up for a prize to the Barbadoes, and one to the Henry, of this port.

The Rachael, Cooper, from Nevis to Briſtol, has been taken, retaken, and arrived at Liverpool.

The Nemeſis frigate captured a French lugger privateer, off Portland, the 12th inſtant, and recaptured a brig, and ſent them for Portſmouth.

The Malabar, ———, from New Orleans to Havre, is ſent into Briſtol by the Eliza privateer.

L'Alexandre, and la Jeune Melanie, from Newfoundland, are taken by the Malta man of war, and ſent into Plymouth.

La Prudence, from Martinique, is taken by the Neptune man of war, and ſent into Plymouth.

The Speedwell privateer, of London, captured on the 6th inſtant the Malwan privateer, and ſent her into Fowey.

A French brig from St. Thomas's to Dunkirk, is taken by the Huſſar frigate.—A French brig from St. Domingo to Havre, is taken by the Two Brothers privateer, of Plymouth, and both ſent into Falmouth.

The Welvaaren, Meyer, from Dantzig; Aurora, Hendrick, from Pillau; the Hoffnung, Vendt, from Riga, all for Amſterdam, are detained and ſent into Yarmouth, by the Adder gun-veſſel.

The Agnes, Newman, from Liebau to Amſterdam; the Santa Olef, Sheba, from Farnah to Amſterdam; and the Anna Dorothea, Sorenſon, from Amſterdam, are detained and ſent into Yarmouth, by the Adder gun-veſſel.

The Roſe, ———, from St. Domingo to Nantes, is taken by the Speculator privateer, of Guernſey, and arrived there.

The Hector, of 300 tons, belonging to Bourdeaux, from Louiſiana to Bourdeaux, laden with cotton, mahogany, ſnake-root, and ſugar, was taken the 1ſt inſtant, by the Nelſon privateer, of Guernſey, Captain le Lacheur, and is arrived at that iſland. The Nelſon quitted the prize to go in chaſe of a ſhip and a brig then in ſight.

A French corvette, of 14 braſs ſwivels, two ſix-pounders, and thirty-ſix men, with diſpatches for Senegal, is taken and ſent into Guernſey, by the Alarm privateer.

The Mary, Cuthbertſon, from London to Memel, is loſt on Memel Bar.

[*To be continued.*]

Northcote pinx. Ridley sculp

CAPT^{N}. SAMUEL BROOKING R.N.

Pub. 30 Sep. 1803 by J. Gold 103 Shoe Lane Fleet Street.

BIOGRAPHICAL MEMOIRS OF

CAPTAIN SAMUEL BROOKING,

OF THE ROYAL NAVY.

> "———————— Behold!
> "The floating-houses of the sea, arranged
> "In adverse rows, advance! the moving sheets
> "Each other meet! to shew the astonish'd seas
> "Such tempests as the winds ne'er blew."

THE writer of contemporary biography has difficulties to encounter of which readers in general have no idea, and of which scarcely any other author can be correctly aware. The historian of past ages must indeed explore the dry, gloomy, and involved records of antiquity, must patiently wade through many an obsolete folio, and will frequently find himself bewildered in the maze of uncertainty; but, if his object be attainable, success will at length crown the exertions of the sedulous investigator; and, founded on an ample basis, a lofty superstructure will arise, and present to succeeding generations a lasting monument of mental skill. Not so with the more humble, though not less arduous, labours of him who engages in the task of presenting to the world the memoirs of living characters. If dictated by truth, his writings will, indeed, be referred to as authentic documents by future historians; but, as no life is complete until it has been closed, they are almost certain of being superseded, and seem only destined to form a component part of a more extended whole.

The necrologist has every previous collection before him, has seldom to complain of a paucity of materials, has but little more to do than to select, arrange, and combine. On the other hand, the memorialist of his contemporaries acts only as a pioneer in the field of literature; and, like the ancient Israelites, is too frequently expected to furnish bricks, without having received an adequate portion of straw.

That we have been uniformly successful in presenting *ample* details of the actions of those whose lives enrich our volumes, we are not so arrogant as to assert; but, though we have not always been able "to command success," we have never been remiss in our endeavours to "deserve it." To render justice to patriotic zeal, to lift the veil of modesty from unassuming merit, and to disclose it to public admiration, have been our undeviating aim.

The prosperity of the United Kingdom is commensurate with her well-appointed Navy, with the courage, the discipline, the good conduct of her tars—

> "Heroes whom their country's plaudits raise
> "High in the Temple of Renown;"

and, whether in war or peace, in an insulated state like England, indissolubly "wedded to Neptune," biographical sketches, however brief, of our most meritorious and distinguished Naval Officers, will ever prove a source of pleasure, pride, and emulation to Britons.

The deserving Officer whose portrait is attached to the present Biographical Sketch, is Captain Samuel Brooking, a native of Devonshire. Our information respecting him is, at present, somewhat scanty; but we are not without hopes that at some unremote period, his name will acquire new celebrity, and we may have the honour of recording his future exploits.

The subject of our narrative was born at Newton Ferrers, about the year 1755. His first nautical trip was with Sir Richard Onslow, when only twelve years old. From this period he became ardently attached to the sea, and we find him subsequently serving under his first patron, Sir Richard Onslow, Admiral Levison Gower, Sir Roger Curtis, and Lord Howe; the latter of whom made him a Lieutenant, in America, in the year 1778; and in 1794 appointed him Master and Commander of the Drake sloop.

In 1795 *, Mr. Brooking was sent out on the Jamaica station; and, in 1796, was made Post Captain of the

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* In May, this year, Rear-Admiral Parker succeeded Rear-Admiral Ford in the command of the squadron on the Jamaica station.

The following is a list of the ships under the command of Rear-Admirals Ford and Parker, in the year 1795 :—

Ships.	*Guns.*	*Commanders.*
Europa †,	50	John Ford, Esq. Rear-Admiral of the White. Captain T. Surridge.
Belliqueux †	64	—— J. Brine.
Raisonable,	64	W. Parker, Esq. Rear-Admiral of the Blue. Captain R. Parker.
Intrepid,	64	—— Hon. C. Carpenter.
Hermione,	32	—— P. Wilkinson.
Iphigenia,	32	—— F. F. Gardner.
Magicienne,	32	—— George Martin.
Penelope,	32	—— George Gregory.
Success,	32	—— Hugh Pigot.
Triton ‡,	28	—— Scory Barker.
L'Actif, (F.)	16	—— J. Harvey.
Syren, (F.)	16	—— D. Guerin.
Swan,	16	—— T. Pearce.
L'Espiegle, (F.)	10	—— Fishley.
Musquito, schooner,	10	Lieut. M'Farlane.
Flying Fish, ditto,	10	—— Leta.
Marie Antoinette, (F.)	10	—— Perkins.

The following ships of war joined the Jamaica squadron either with convoy, or separately, in the course of the year 1795 :—

Ships.	*Guns.*	*Commanders.*
Ramilies,	74	Captain Sir Richard Bickerton.
Theseus,	74	—— Robert Calder.
Leviathan,	74	—— J. T. Duckworth.
Hannibal,	74	—— J. Markham.
Swiftsure,	74	—— Charles Boyles.
St. Albans,	64	—— T. M. Russell.
Sampson,	64	—— T. Lewis.
Scipio,	64	—— R. M'Donall.
Medusa ‡,	50	—— J. Norman.
Regulus,	36	—— George Oakes.
Cormorant,	16	—— J. Bingham.
Fly,	16	—— R. Mowbray.
Drake,	14	—— S. Brooking.

† Came home with the July Convoy.
‡ Came home with the convoy in August.
Vide SCHOMBERG's Naval Chronology, Vol. IV.

Jamaica*, with orders to command a small squadron of cruisers, destined for the coast and trade of that island. In this service Captain Brooking acquitted himself so much to the satisfaction of the Commander in Chief, and the merchants of Jamaica, in capturing a number of the enemy's privateers, and recapturing several valuable Jamaica ships, that the House of Assembly in the island voted him 100 guineas for the purchase of a sword, which, on his arrival in England, was presented to him by their agent in London.

It was on the 22d of March 1796, that Rear-Admiral Parker, in conjunction with Major-General Forbes, made an unsuccessful attack on the town of Leogane, in the island of St. Domingo; but the Jamaica remaining on her station, Captain Brooking had no opportunity of signalizing himself on that occasion.

The climate of Jamaica has generally been considered extremely unhealthful; and Captain Brooking found its effects so injurious, that indisposition compelled him to quit it with a view to profit by his native air. He is now in Devonshire, enjoying that repose which he is so deservedly entitled to, after sustaining the rude toil of war, and which we trust will fully establish his health, and enable him, on any future emergency, again successfully to cope with England's foes, and add fresh laurels to his own brow as one of her most courageous defenders.

The spirited likeness prefixed to this Memoir, is by NORTHCOTE, whose Portraits of most of our Naval Officers have reflected so much honour on his pencil.

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* We know not at what season of the year this appointment took place; as late as the 5th of March, the Drake, commanded by Captain Brooking, remained on the Jamaica station, in company with the Swiftsure, Intrepid, Raisonable, Africa, Leviathan, Sampson, Hannibal, Syren, Dover, and Marie Antoinette.

SHIPWRECK OF
THE LADY HOBART PACKET.

THE Lady Hobart packet, Captain Fellowes, sailed from Halifax on the 22d of June last, and about one o'clock in the morning of the 29th, going at the rate of seven knots an hour, she struck against an island of ice with such violence, that several of the crew were pitched out of their hammocks; and, though by extraordinary exertions the men and passengers were saved, the ship was ultimately lost. Her Commander, Captain Fellowes, whose conduct in the hour of danger was distinguished by true courage, fortitude, and piety, delivered an official narrative of the loss of his vessel into the hands of the Postmaster-General, who has since returned it with the following handsome and interesting note:—

WE have perused this report with a mixed sentiment of sympathy and admiration. We are satisfied, that in the loss of the packet and of the public correspondence, no blame is imputable to Captain Fellowes, to his Officers, or to his seamen. In their exertion, after the ship had struck on the floating mass of ice, and in their subsequent conduct, they appear to have shewn all the talents and virtues which can distinguish the naval character.

Let a proper letter be written, in our names, to the friends and family of the very worthy French Officer who perished. And we shall be solicitous to learn the entire recovery of the other passengers, who met such dangers and sufferings with the most exemplary fortitude.

Mr. Freeling will return the narrative to Captain Fellowes, with our permission to him to communicate it to his friends; or, if he shall think proper, to give it to the public. It cannot fail to impress on the minds of all who may read it, the benefit of religion, and the consolation of prayer under the pressure of calamity; and also an awful sense of the interposition and mercies of Providence, in a case of extreme peril and distress. To seamen it will more especially show, that discipline, order, generosity of mind, good temper, mutual benevolence, and patient exertion, are, under the favour of Heaven, the best safeguards in all their difficulties.

In conformity with the permission of the Postmaster-General, Captain Fellowes has since published his Narrative, from which we have made the subsequent extracts. The character of the work, however, and the praise to which the conduct of Captain Fellowes and his associates in misfortune is entitled, are so admirably touched in the above note, that we shall forbear all farther eulogium.

After giving an account of his sailing, of the course which he steered, and of the striking of the ship, Captain Fellowes thus proceeds:

Being roused out of my sleep, by the suddenness of the shock, I instantly ran upon deck. The helm being put hard a-port, the ship struck again about the chest-tree, and then swung round on her heel, her stern post being stove in, and her rudder carried away, before we could succeed in our attempts to haul her off. At this time the island of ice appeared to hang quite over the ship, forming a high peak, which must have been at least twice the height of our mast-head; and we suppose the length of the island to have been from a quarter to half a mile.

The sea was now breaking over the ice in a dreadful manner, the water rushing in so fast as to fill the hold in a few minutes. Hove the guns overboard, cut away the anchors from the bows, got two sails under the ship's bottom, kept both pumps going, and bailing with buckets at the main-hatchway, in the hope of preventing her from sinking; but in less than a quarter of an hour she settled down to her fore-chains in the water.

Our situation now became most perilous. Aware of the danger of a moment's delay in hoisting out the boats, I consulted Captain Thomas, of the Navy, and Mr. Bargus, my Master, as to the propriety of making any further efforts to save the ship; and as I was anxious to preserve the mail, I requested their opinion, as to the possibility of taking it into the boats, in the event of our being able to get them over the ship's side. These gentlemen agreed with me, that no time was to be lost in hoisting them out; and that, as the vessel was then settling fast, our first and only consideration was to endeavour to preserve the crew.

And here I must pay that tribute of praise, which the steady discipline and good conduct of every one on board so justly merit. From the first moment of the ship's striking, not a word was uttered expressive of a desire to leave the wreck: my orders were promptly obeyed; and though the danger of perishing was every instant increasing, each man waited for his turn to get into the boats, with a coolness and composure that could not be surpassed.

Having fortunately succeeded in hoisting out the cutter and jolly-boat, the sea then running high, we placed the ladies in the former; one of them, Miss Cotenham, was so terrified, that she sprung from the gunwale, and pitched into the bottom of the boat, with considerable violence. This accident, which might have been productive of fatal consequences to herself, as well as to us all, was unattended by any bad effects. The few provisions which had been saved from the mens' births, were then put into the boats, which were quickly veered astern. By this time the main-deck forward was under water, and nothing but the quarter-deck appeared: I then ordered my men into the boats, and having previously lashed iron pigs of ballast to the mail, it was thrown overboard.

I now perceived the ship was sinking fast; I called out to the men to haul up and receive me, intending to drop myself into the cutter from the end of the try-sail-boom, fearing she might be stove under the counter; and I desired Mr. Bargus, who continued with me on the wreck, to go over first. In this instance, he replied, he begged leave to disobey my orders; that he must see me safe over before he attempted to go himself. Such conduct, at such a moment, requires no comment; but I should be wanting to myself and to the service, if I did not faithfully state to their Lordships every circumstance, however trifling; and it is highly satisfactory to me, to have this opportunity of recording an incident so honourable to a meritorious Officer.

The sea was running so high at the time we hoisted out the boats, that I scarcely flattered myself we should get them out in safety: and, indeed, nothing but the steady and orderly conduct of the crew, could have enabled us to effect so difficult and hazardous an undertaking; and it is a justice to them to observe, that not a man in the ship attempted to make use of the liquor, which every one had in his power. Whilst the cutter was getting out, I perceived one of the seamen (John Tipper,) emptying a demijean, or bottle, containing five gallons, which, on inquiry, I found to be rum. He said he was emptying it for the purpose of filling it with water from the scuttle-cask on the quarter-deck, which had generally filled over night, and which was then the only fresh water to be got at; it became afterwards our principal supply. I relate this circumstance, as being so highly creditable to the character of a British sailor.

We had scarce quitted the ship, when she suddenly gave a heavy lurch to port, and then went down head foremost. I had ordered the colours to be hoisted at the main-top-gallant-mast-head, with the

Union downwards, as a signal of distress, that if any vessel should happen to be near us at the dawn of day, our calamitous situation might be perceived from her, and she might afford us relief.

At this awful crisis of the ship sinking, when it is natural to suppose that fear would be the predominant principle of the human mind, the coolness of a British seaman was very conspicuously manifested by his (John Andrews,) exclaiming, "There, my brave fellows, there goes the pride of Old England!"

Having at length surmounted dangers and difficulties which baffle all description, we rigged the fore-mast, and prepared to shape our course in the best manner that circumstances would admit of, the wind blowing from the precise point on which it was necessary to sail, to reach the nearest land. An hour had scarce elapsed from the time the ship struck, till she foundered. The distribution of the crew had already been made in the following order, which we afterwards preserved.

In the cutter, of the following dimensions, *viz.* twenty feet long, six feet four inches broad, and two feet six inches deep, were embarked three ladies and myself, Captain Richard Thomas, of the Navy, the French Commander of the schooner (a vessel taken by the Lady Hobart two days before), the Master's Mate, Gunner, Steward, Carpenter, and eight seamen, in all eighteen people; which, together with the provisions, brought the boat's gunwale down to within six or seven inches of the water. From this confined space, some idea may be formed of our crowded state; but it is scarcely possible for the imagination to conceive the extent of our sufferings in consequence of it.

In the jolly-boat, fourteen feet from stem to stern, five feet three inches broad, and two feet deep, were embarked Mr. Samuel Bargus, Master, Lieutenant-Colonel George Cooke, of the 1st regiment of Guards, the Boatswain, sail-maker, and seven seamen; in all eleven persons.

The only provisions we were enabled to save consisted of between forty and fifty pounds of biscuit; one demijean, or vessel, containing five gallons of water, a small jug of the same, and part of a small barrel of spruce-beer; one demijean of rum, a few bottles of port wine, with two compasses, a quadrant, a spy-glass, a small tin mug, and a wine-glass. The deck-lantern, which had a few spare candles in it, had been likewise thrown into the boat; and the cook having had the precaution to secure his tinder-box, and some matches that were kept in a bladder, we were afterwards enabled to steer by night.

The wind was now blowing strong from the westward, with a heavy sea, and the day had just dawned. Estimating ourselves to be at the distance of 350 miles from St. John's, in Newfoundland, with a prospect of a continuance of westerly winds, it became at once necessary to use the strictest economy. I represented to my companions in distress, that our resolution, once made, ought on no account to be changed; and that we must begin by suffering privations, which I foresaw would be greater than I ventured to explain. To each person, therefore, were served out half a biscuit, and a glass of wine, which was the only allowance for the ensuing twenty-four hours, all agreeing to leave the water untouched as long as possible. During the time we were employed in getting out the boats, I had ordered the Master to throw the main-hatch tarpauling into the cutter; which being afterwards cut into lengths, enabled us to form a temporary bulwark against the waves. I had also reminded the Carpenter to carry with him as many tools as he could: he had accordingly, among other things, put a few nails in his pockets, and we repaired the gunwale of the cutter, which had been stove in hoisting her out. Soon after day-light we made sail, with the jolly boat in tow, and stood close-hauled to the northward and westward, in the hope of reaching the coast of Newfoundland, or of being picked up by some vessel. Passed two islands of ice, nearly as large as the first. We now said prayers, and returned thanks to God for our deliverance. At noon, observed in latitude 46. 33. north, St. John's bearing about W. $\frac{3}{4}$ N, distant 350 miles.

It was not until the 4th of July, after encountering various gales of wind, and being reduced by famine to almost the lowest possible state of existence, that they made Conception Bay on the coast of Newfoundland. Those alone who have been in similar situations, can accurately judge of the sensations experienced by our sufferers on witnessing this happy sight. By Captain Fellowes they are thus affectingly described:—

I wish it were possible for me to describe our sensations at this interesting moment. From the constant watching and fatigue, and from the languor and depression arising from our exhausted state, such accumulated irritability was brought on, that the joy of a speedy relief affected us all in a most remarkable way; many burst into tears, some looked at each other with a stupid stare, as if doubtful of the reality of what they saw; several were in such a lethargic state, that no consolation, no animating language, could rouse them to exertion.

At this affecting period, though overpowered by my own feelings, and impressed with the recollection of our sufferings, and the sight of so many deplorable objects, I proposed to offer up our solemn thanks to Heaven for our miraculous deliverance. Every one cheerfully assented; and as soon as I opened the prayer-book (which I had secured the last time I went down to my cabin), there was an universal silence; a spirit of devotion was so singularly manifested on this occasion, that to the benefits of a religious sense in uncultivated minds, must be ascribed that discipline, good order, and exertion, which even the sight of land could scarcely produce.

Captain Fellowes, with the whole of the crew and passengers, reached land, excepting the unfortunate French Captain, who, every reader of sensibility must regret to learn, threw himself overboard in a fit of delirium on Sunday the 3d, the day before they reached shore.

NAVAL ANECDOTES,

COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

CHARACTERISTIC ANECDOTE OF A BRITISH SAILOR.

DANIEL BRYAN was an old seaman, and Captain of the fore-top, who had been turned over from the Blanche into Sir Sidney Smith's ship le Tigre. During the siege of Acre this hardy veteran made repeated applications to be employed on shore; but, being an elderly man, and rather deaf, his request was not acceded to. At the first storming of the breach by the French, among the multitude of slain fell one of the Generals of that nation. The Turks, in triumph, struck off the head of this unfortunate Officer, and, after inhumanly mangling the body with their sabres, left it, naked, a prey to the dogs. Precluded from the rites of sepulture, it, in a few days, became putrescent; a shocking spectacle, a dreadful memento of the horrors of war, the fragility of human nature, and the vanity of all sublunary ambition, hopes, and expectations. Thus exposed, when any of the sailors who had been on shore returned to their ship, inquiries were constantly made respecting the state of the deceased General. Dan frequently asked his messmates, why they had not buried him? but the only reply that he received was, "*Go and do it yourself.*" Dan swore he would; observing, that he had himself been taken prisoner by the French, who always gave their enemies a decent burial, not, like those —— Turks, leaving them to rot above board. In the morning, having at length obtained leave to go and see the town, he dressed himself as though for an excursion of pleasure, and went ashore with the Surgeon in the jolly-boat. About an hour or two after, while the Surgeon was dressing the wounded Turks in the hospital, in came honest Dan, who, in his rough good-natured manner, exclaimed, "I've been burying the General, Sir, and now I'm come to see the sick!" Not particularly attending to the tar's salute, but fearful of his catching the plague*, the Surgeon immediately ordered him out. Returning on board, the Coxswain inquired of the Surgeon if he had seen old Dan? "Yes, he has been burying the French General." It was then that Dan's words in the hospital first occurred. The boat's crew who witnessed the generous action, an action truly worthy of a British sailor, in whose character are ever blended the noblest and the milder virtues, thus related its circumstances:—

The old man procured a pickaxe, a shovel, and a rope, and insisted on being let down, out of a port-hole, close to the breach. Some of his more juvenile companions offered to attend him; "No!" he replied, "you are too young to be shot yet; as for me, I am old and deaf, and *my* loss would be no great matter." Persisting in his adventure, in the midst of the firing Dan was slung and lowered down, with his implements of action on his shoulder. His first difficulty, not a very trivial one, was to drive away the dogs †. The French now levelled their pieces—they were on the instant of firing at the hero! It was an interesting moment!—but an Officer, perceiving the friendly intentions of the sailor, was seen to throw himself across the file. Instantaneously the din of arms, the military thunder ceased; a dead, a solemn silence prevailed, and the worthy fellow consigned the corpse to its parent earth. He covered it with mould and stones, placing a large stone at its head, and another at its feet. But Dan's task was not yet completed. The unostentatious grave was formed, but no inscription recorded the fate or character of its possessor. Dan, with the peculiar air of a British sailor, took a piece of chalk from his pocket, and attempted to write,

"*Here you lie old* CROP!"

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* At this time the plague was making great ravages among the wounded Turks; scarcely half a dozen of them escaped the mortality.

† It may be remarked here, that the dogs in this part of the world have lost that fidelity, and that noble generosity of character, which distinguish them in European countries. Ferocious and unsocial, suspicious even of their masters, instead of protecting them, if they were not restrained by the abject fears of their degenerated nature, they would fall upon and devour them.

He was then, with his pickaxe and shovel, hoisted into the town, and the hostile firing immediately recommenced.

A few days afterwards, Sir Sidney, having been informed of the circumstance, ordered Dan to be called into the cabin. "Well, Dan, I hear you have buried the French General?" "Yes, your Honour." "Had you any body with you?" "Yes, your Honour." "Why Mr. ——— says you had not." But I had, your Honour." "Ah, who had you?" "*God Almighty*, Sir." A very good assistant, indeed: give old Dan a glass of grog." "Thank your Honour!" Dan drank his grog, and left the cabin highly gratified. He is now a pensioner in the Royal Hospital at Greenwich.

* * *

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

AS your valuable Miscellany is particularly appropriate for the insertion of whatever relates to the British Navy or its gallant supporters, I have taken the liberty of troubling you with a communication which, perhaps, will not be unacceptable to your readers. Few subjects within these late years have excited a stronger sensation of curiosity, or have been more highly gratifying to the feelings of Englishmen, than the truly valorous exploits of the illustrious *Hero of Acre*; and, as the public still watch his progress with the ardent eye of expectation, every point of his history, every minute anecdote of his life, attracts notice, and is worthy of investigation.

My pursuits have recently been directed to an inquiry into the present state of France; in the prosecution of which a number of volumes have passed under my examination, and in one of them * I have met with a curious relation of Sir WILLIAM SIDNEY SMITH's escape from the prison of the Temple. It differs from all the accounts which I have before seen; and, though it is extremely interesting, it has so romantic and improbable an air, that I wish to see it either refuted, or stamped with the seal of authenticity. As future historians may refer to the NAVAL CHRONICLE for established documents, and as I doubt not that many of your readers are competent to afford the desired information, I flatter myself that you will favour me by inserting the following extract.

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* The Stranger in France; or, a Tour from Devonshire to Paris. By John Carr, Esq.

I am, Sir,
Your obedient servant,
AN INQUIRER.

ESCAPE OF SIR WILLIAM SIDNEY SMITH FROM THE TEMPLE.

AFTER several months had rolled away, since the gates of his prison had first closed upon the British hero, he observed that a lady who lived in an upper apartment on the opposite side of the street, seemed frequently to look towards that part of the prison in which he was confined. As often as he observed her, he played some tender air upon his flute, by which, and by imitating every motion which she made, he at length succeeded in fixing her attention upon him, and had the happiness of remarking that she occasionally observed him with a glass. One morning when he saw that she was looking attentively upon him in this manner, he tore a blank leaf from an old mass book which was lying in his cell, and with the soot of the chimney contrived, by his finger, to describe upon it, in a large character, the letter A, which he held to the window to be viewed by his fair sympathising observer. After gazing upon it some little time, she nodded, to show that she understood what he meant; Sir Sidney then touched the top of the first bar of the grating of his window, which he wished her to consider as the representative of the letter A, the second B, and so on, until he had formed, from the top of the bars, a corresponding number of letters; and by touching the middle and bottom parts of them, upon a line with each other, he easily, after having inculcated the first impression of his wishes, completed a telegraphic alphabet. The process of communication was, from its nature, very slow; but Sir Sidney had the happiness of observing, upon forming the first word, that this excellent being, who beamed before him like a guardian angel, seemed completely to comprehend it, which she expressed by an assenting movement of the head. Frequently obliged to desist from this tacit and tedious intercourse, from the dread of exciting the curiosity of the gaolers, or his fellow-prisoners, who were permitted to walk before his window, Sir Sidney occupied several days in communicating to his unknown friend his name and quality, and imploring her to procure some unsuspected royalist, of consequence and address sufficient for the undertaking, to effect his escape; in the achievement of which he assured her, upon his word of honour, that whatever cost might be incurred, would be amply reimbursed, and that the bounty and gratitude of his country would nobly remunerate those who had the talent and bravery to accomplish it. By the same means he enabled her to draw confidential and accredited bills for considerable sums of money, for the promotion of the scheme, which she applied with the most perfect integrity. Colonel Phelipeaux was at this time at Paris, a military man of rank, and a secret royalist, most devoutly attached to the fortunes of the exiled family of France, and to those who supported their cause. He had been long endeavouring to bring to maturity a plan for facilitating their restoration, but which the loyal adherent, from a series of untoward and uncontroulable circumstances, began to despair of accomplishing. The lovely deliverer of Sir Sidney applied to this distinguished character, to whom she was known, and stated the singular correspondence which had taken place between herself and the heroic captive in the Temple. Phelipeaux, who was acquainted with the fame of Sir Sidney, and chagrined at the failure of his former favourite scheme, embraced the present project with a sort of prophetic enthusiasm, by which he hoped to restore to the British nation one of her greatest heroes, who, by his skill and valour, might once more impress the common enemy with dismay, augment the glory of his country, and cover himself with the laurels of future victory. Intelligent, active, cool, daring, and insinuating, Colonel Phelipeaux immediately applied himself to bring to maturity a plan at once suitable to his genius, and interesting to his wishes. To those whom it was necessary to employ upon the occasion, he contrived to unite one of the clerks of the Minister of the Police, who forged his signature, with exact imitation, to an order for removing the body of Sir Sidney from the Temple to the prison of the Conciergerie. After this was accomplished, on the day after that on which the inspector of gaols was to visit the Temple and Conciergerie, a ceremony which is performed once a month in Paris, two gentlemen of tried courage and address, who were previously instructed by Colonel Phelipeaux, disguised as officers of the *marée chaussée*, presented themselves in a *fiacre* at the Temple, and demanded the delivery of Sir Sidney, at the same time showing the forged order for his removal. This the gaoler attentively perused and examined, as well as the Minister's signature. Soon after the Register of the prison informed Sir Sidney of the order of the Directory; upon hearing which, he at first appeared to be a little disconcerted; upon which the pseudo officers gave him every assurance of the honour and mild intentions of the Government towards him; Sir Sidney seemed more reconciled, packed up his clothes, took leave of his fellow-prisoners, and distributed little tokens of his gratitude to those servants of the prison from whom he had experienced indulgencies. Upon the eve of their departure, the Register observed, that four of the prison guard should accompany them. This arrangement menaced the whole plan with immediate dissolution. The officers, without betraying the least emotion, acquiesced in the propriety of the measure, and gave orders for the men to be called out; when, as if recollecting the rank and honour of their illustrious prisoner, one of them addressed Sir Sidney, by saying, "Citizen, you are a brave Officer, give us your parole, and there is no occasion for an escort." Sir Sidney replied, that he would pledge his faith, as an Officer, to accompany them, without resistance, wherever they chose to conduct him.

Not a look or movement betrayed the intention of the party. Every thing was cool, well timed, and natural. They entered a *fiacre*, which, as is usual, was brought for the purpose of removing him, in which he found changes of clothes, false passports, and money. The coach moved with an accustomed pace, to the Faubourg St. Germain, where they alighted, and parted in different directions. Sir Sidney met Colonel Phelipeaux at the appointed spot of rendezvous.

The project was so ably planned and conducted, that no one but the party concerned was acquainted with the escape until near a month had elapsed, when the Inspector paid his next periodical visit.

What pen can describe the sensations of two such men as Sir Sidney and Phelipeaux, when they first beheld each other in safety? Heaven befriended the generous and gallant exploit. Sir Sidney and his noble friend reached the French coast wholly unsuspected; and committing themselves to their God, and to the protective genius of brave men, put to sea in an open boat, and were soon afterwards discovered by an English cruising frigate, and brought in safety to the British shore.

MASSEY'S NEW SOUNDING INSTRUMENT.

Mr. Massey, of Hanley-Stratford, has obtained a patent for a new instrument or apparatus, for taking the soundings at sea with more certainty and correctness than has been heretofore done. The following is as correct a description of it as the nature of the subject will admit:—The apparatus consists of a sounding-weight, about eighteen inches long, the body of which contains a register with two dials, of an iron or brass rod, twelve inches long, and of a tin-buoy, air-tight, about six inches square, and four deep. To the bottom of the buoy is secured a pair of spring tongs, one end of which rests on a hook, and the spring part of the tongs is fixed to a rotator, or revolving apparatus. This apparatus is composed of a copper or other metallic tube, and four brass or other metallic vanes. The tube must be air-tight, about twelve inches long, and one inch and a half diameter, with a conical point, about four inches in length. The vanes are soldered to the tube in a spiral direction, so as to produce a rotatory motion round the axis of the tube when sent into the water. On each vane is a regulator, whose office is to make a rotator perform a certain number of revolutions in a given space, correspondent with the calculations of the wheels of the register. The rotators are to be adjusted, by experiment in water, to correspond with the registers to the greatest nicety, that is, to ascertain the space the machine will descend by every revolution of the rotator. By altering the angles, and the size of the vanes, the rotator may be made to revolve in any desired space.

By this method soundings may be taken in very deep water, and in water of twenty fathoms, without the trouble of heaving the vessel to, although she may be going at the rate of five miles an hour; for as the rotator registers the descent of the sounding-weight, there is no occasion to pay respect to the length of line out; so that the mariner may veer out any quantity of line, which will give time for the machine to descend.

The prominent object of this apparatus is to do away or lessen the errors arising from the old method of taking soundings; as the chief guide for the mariner by that method, is to judge of the perpendicular depth of the line out, which is apt to deceive him; whereas, on this principle, he is governed by the descent of the sounding-weight only, without any regard to the length of the line, except in case of using the reel. The improvements in the rotators are the invention of the air-tube, and the method of adjusting or regulating it. A rotator on this principle will answer both quick and slow sailing, and give the true distance without danger of its breaking the register in quick sailing, by holding too much water. A small steel guage is attached to the rotator, which will shew any accident it may meet with.

EDDYSTONE LIGHT-HOUSE.

HOW intimately true taste is connected with a solid judgment, and how great benefit may be derived from a proper application of the most minute remarks, is sufficiently evinced in the following anecdote:—

When Mr. Smeaton rebuilt the Eddystone light-house, as a primary point of improvement, he was desirous to enlarge the base. On this occasion the natural figure of a large spreading oak presented itself to his imagination; which he thus describes as an illustration of his design:—Connected with its roots that lie hid below the ground, it rises from the surface thereof with a large swelling base, which is generally at the height of about one diameter reduced by an elegant curve, concave to the eye; whence its taper diminishes more slow, after which a preparation of more circumference becomes necessary, for the strong insertion and establishment of the principal boughs. Such was the suggestion which led Mr. Smeaton to construct a column, for such is the Eddystone light-house, of the greatest stability, so as to resist the action of external violence, when the quantity of matter is given whereof it is composed.

MARINE SPENCER.

THE Royal Humane Society have awarded to Mr. Knight Spencer, of Bread-street, Cheapside, their honorary silver medallion for the invention of a *Marine Spencer* for the preservation of lives in cases of shipwreck, or other accidents at sea. This spencer consists of a girdle to fit the body, six inches broad, composed of about 800 old tavern corks, strung upon a strong wire, well lashed together with laycord, covered with canvass, and painted in oil, so as to make it water-proof; when it is wanted it is to be slided from the feet close up under the arms, and to be fastened over each shoulder by means of tapes or cords. A person thus equipped may safely trust himself to the waves, for he will float head and shoulders above water in any storm, and by paddling with his hands may easily gain the shore.

ARTIFICIAL YEAST.

THE following is a method adopted in Germany and Sweden, for making artificial yeast:—To 100 pounds of the best malt, consisting of one part of malted wheat, and two parts of malted barley, dried in the open air, and well ground or bruised, add 10 pounds of good hops, and brew the mixture with 350 pounds of water to form wort. After a short boiling, separate the grains and hops from the wort; which last, by continued boiling, may be reduced to 175 pounds. Cool it down, as soon as possible, to seventy degrees Fahrenheit, and then mix it with thirty-two pounds of yeast, which, the first time, may be of common brewer's yeast, but in every subsequent operation, of the artificial. The wort will soon ferment, and in a few hours it will be covered with a thick yeasty froth; the whole mass must then be strongly agitated, and, at the same time, well mixed with from fifty to seventy-five pounds of fine ground meal of wheat or barley, either malted or unmalted. In a cool place this yeast will keep ten or fifteen days in summer, and four or five weeks in winter.

PHILOSOPHICAL PAPERS.

TO THE EDITOR OF THE NAVAL CHRONICLE.

MR. EDITOR,

AS the travels of Professor PALLAS through the southern provinces of the Russian Empire are much respected by Naturalists; as the second part of those Travels is but recently published; and as you occasionally devote a few pages of your work to subjects of scientific research, I have taken the liberty of submitting some curious passages to the attention of your readers.

The following extract is descriptive of a wonderful phenomenon, which occurred in the sea of Azof, being no less than the sudden appearance, and subsequent disappearance, of a volcanic island:—

Account of the sudden Appearance and Disappearance of a Volcanic Island; and of the Burning Mountain of Kuku-Obo.

On the 5th of September, in that year (1793), after having heard at sun-rise, in the sea of Azof, opposite to Temruk, and a hundred and fifty fathoms from the shore, a subterraneous noise accompanied with dreadful thunder, the surprise and alarm of the spectators were considerably increased on observing, after an explosion similar to a cannon shot, an isle like a great sepulchral hillock rising from the bottom of the sea, which at that part was from five to six fathoms deep. This isle ascended above the level of the sea, and might be nearly a hundred fathoms in circumference; it appeared to rise, split, and throw out mud and stones, till an eruption of mud and smoke had covered the whole place. The time required by nature for effecting this change was two hours, and the sea was so impetuous on those days, that no one could trust himself on the element in a bark, for the purpose of visiting the isle, which appeared to have an elevation of two fathoms above the waves, and was quite black, from the disgorgement of mud that had taken place. The same day, at seven o'clock in the evening, two strong shocks of an earthquake were felt at Ekaterinodar, which is two hundred versts distant from hence. Subsequent accounts respecting this isle, agree in describing it to be seventy-two fathoms in length by forty-eight in width, with an elevation of seven feet above the sea.

My occupations of every kind, together with the fever with which I was afflicted at that period, prevented me from making a journey to Taman, to observe this remarkable appearance The following year I learned that this isle had been either dissolved by the waves, or had again sunk, as no traces of it were perceptible at the surface *.

M. Pallas proceeds with the following detailed account of the burning mountain of Kuku-Obo, and of the nature of its eruptions :—

On the 16th of June, 1794, I continued my journey towards the Severnaya Kossa, in order to see the new muddy volcano that had just appeared, and whence I intended to have returned by the Bosphorus.

On quitting the sepulchral elevations before mentioned, the road turns round the eastern bay of the Tamanskoi-Saliv, and crosses an open low country, partly covered with similar structures, and partly with sandy heaps, called Kutshuguri, which are formed by the wind, and have a rude appearance. Precisely at the angle of the interior bay we passed near a remarkable old rampart, upwards of ten fathoms wide at its base, and running through the plain in the direction of the sea, in a right line from east to west : we distinctly perceived in it three passes, or entrances, which had a kind of turrets near them. This wall terminated on the plain with a hillock, before it reached the heights. To the south of this rampart we saw a large ditch impregnated with a saline moisture, while on the other side there were excavations, from which it appeared that the soil had been taken for its construction.

Behind this line, we insensibly arrived on some even heights, richly covered with herbs, and where we found a farm, standing on the site of what was formerly the village Tshokrak-Koi ; it was provided with a good fresh spring, the waters of which flowed through a mound of clay. A short distance farther, we remarked some tombs irregularly scattered, which were not of tartar origin, but probably belonged to the Circassians. These tombs are on the elevated plain, and extend sometimes from east to west, and at others from north to south ; they are surrounded by large flat blocks of a calcareous and sandy schistus, and are placed in oblong squares. Amongst these tombs we distinguished some straight funeral columns, which were more than a fathom

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* *Vide* Blagdon's Translation, Vol. IV. p. 43.

high, and were all similar to those observable in the vicinity of Tokluk.

At a distance of about eighteen versts from the large sepulchral vault, we arrived at the farm of the Lieutenant of Cossacks, Stankevitsh, which is established on the site of another ruined village. This farm is only six versts from the slimy volcano, on the large point of land opposite to the town of Taman, and which is so apparent on every side, that I am induced to take it for the Monumentum Satyri, mentioned by Strabo as a tomb.

The Tartars call this mountain Kuku-Obo, or the Blue Hillock; and the Tshernomorsk cossacks have given it the name of Prekla, because from the fire and mud which they have seen issuing from it, they consider it as a chimney of hell: indeed the inhabitants of Russia Minor employ this term to designate the infernal regions. It is situated in the middle of a large and sharp tongue of land, which contributes to form the interior gulph of Taman, nearly to the north-east of the town of this name, and almost opposite Yenikale, to the east. The shape of this hillock resembles a heap of scattered sheafs; it is prolonged towards the north by a bridge that declines as it extends, while its perpendicular height above the level of the sea may be about thirty-eight fathoms. The foot of the hillock makes a circuit of three versts and three hundred fathoms; its distance from the bay of Taman is about two versts and a hundred and twenty fathoms. Before its eruption of mud, this mountain had, in the middle of its summit, according to the report of a shepherd who had often ascended it, a ditch of three arshines (which are equal to a fathom), in width, by an arshine in depth, where, in moist seasons, might be procured a good potable water, which rose to the height of more than a span. The rushes seen around this fosse, as well as a very high grass which covered all its summit, and which was found in its natural state after the flowing of the mud, prove that this slime had no caloric in its combination, as that of the other gulphs had, at the time of its ejection from the mountain. The ditch, as well as the argillaceous soil mixed with fragments of stone, of which the superficies of the mountain is composed, give rise to the probable conjecture, that this mountain has undergone similar eruptions at more ancient periods, and that to such eruptions it may be indebted for its own origin.

In 1794, the period when I first visited the Crimea, this hillock exhibited a remarkable phenomenon, of which I shall give a detailed account, as well as of its results, and which may serve as explanations of all the numerous slimy volcanos of this kind, whether large, small, ancient, or modern; but with respect to what has been already said of similar muddy sources near Baku, much information may be gained from the following books: M. Müller's (late Counsellor of State, and distinguished by his talents,) *Sammlungen Russiscker Geschichte*, Vol VII. page 337, in the description of Soimonof; see also the *Amoenitates Exoticæ* of Kampfer, p. 283. The proof that there probably exists here, as well as at Taman, an extinct carbonaceous schistus, and that the upper beds that have sunk produce this effect, is that of the sinking of some towers and walls, which are found at the depth of three fathoms and a half, in a pond near Baku; (see Müller, p. 414); and the inflammable vapours, as well as the springs of Petroleum on the whole peninsula of Baku, indubitably attest that there still exist, at some depth, a strata of coal, in a state of combustion. In the same class may be placed the slimy volcano of Makuba, in Sicily, which has been mentioned by several travellers.

In the month of March, of the year above mentioned, Lieutenant Constantine Lintvaref, Inspector of the quarantine at Taman, wrote, that on the 27th of February, at half past eight in the morning, the hillock on the point of land to the north, situated only twelve versts from Taman, in a diagonal direction across the gulph, but sixty by a circuitous course over land, had just exhibited the following extraordinary events:—At first a roaring noise was heard in the air, which was followed by a violent gust of wind, that lasted only a minute; next, a noise was heard similar to thunder, which came from the hillock, and immediately afterwards there issued from the middle of its summit a column of thick and black smoke; in the space of a minute, there arose another of violent fire, which, at a distance, appeared to be fifty feet in height, and thirty in circumference. This flame lasted from half past eight till ten minutes before ten, when an express who had been sent to the part at the time that the noise, fire, and smoke seemed to decrease, returned, and reported that an aperture had been formed on the hillock, the size of which could not be ascertained, because the successive eruptions, accompanied by flame and smoke, threw out a hot mud, which spread in every direction, and rendered an approach impracticable. The eruption was neither preceded nor followed by any shock of an earthquake.

According to the different accounts of ocular witnesses, who observed this phenomenon both at Taman and Yenikale, and visited the mountain after its eruption, the explosion resembled the rumbling of thunder, and the report did not last longer than that of a thunder-clap. A noise and hissing was also heard in the air at Yenikale, both before and after the explosion. At the instant of the report there issued a white vapour, which was followed by a smoke as black as soot, and this was penetrated by a column of fire, with flames of a bright red and pale yellow colour, in the form of an expanded sheaf, and which, notwithstanding a very strong wind which blew at the time, rose to a perpendicular height twice as great as that of a mountain. This column of fire disappeared in twenty-five minutes, but the black smoke lasted four or five hours, and sent forth thick and heavy clouds over both sides. It had, however, entirely disappeared by the following day.

At the time of the first explosion, the mountain propelled with violence into the air several portions of mud, and threw out quantities of a similar substance, in every direction around it, to the distance of at least a verst. The great mass of mud made its way from the gulph, by displacing a portion of vegetable earth, to the extent of a fathom, which was at that time frozen; it ran at first with rapidity, but afterwards slower, covering all parts of the mountain without having any sensible degree of heat, according to the report of many respectable persons who came on horseback to the place a few hours after the eruption; yet the mud then continued to throw out a strong smoke through a very cold air. Some Cossacks, however, who had been sent there, made a contrary report, and insisted that the mud was hot at the time of its efflux. A continual hissing and boiling were heard in the mountain till night; and till the third day the mud was sometimes thrown out to the height of ten or twelve feet. At a subsequent period the mountain made a cracking noise, and again began to throw out mud into the air, but without exhibiting an appearance of fire, even during the night. In the month of March a surveyor was sent to Taman, to make a plan of the Kuku-Obo, and he found the first aperture that had been formed at the summit of the hillock, to be ten or twelve fathoms wide, while the principal gulph was an arshine and a half in diameter. He also observed to issue at intervals, some smoke and mud, containing a portion of petroleum, which tends to strengthen the opinion of the mud, which was at that time started, as it was found to be, very bituminous. The muddy ejections were at that time of the same extent as I found them in the following summer.

The deep, soft, and tenacious mud, for a length of time, prevented any approach to the point of the mountain, but a long continued dry season having desiccated, and even hardened, the whole mass, it may now be passed over, and examined in every direction. Its composition, when I visited the hillock, was as follows:—The summit was surrounded by a mass of mud, which might be estimated at upwards of 100,000 cubic fathoms. This mass, which covered the hillock in every direction, but in a more extensive manner to the south and west, had overflowed in several unequal torrents, which were sometimes two or three arshines thick, and appeared like a firm paste, with a thick border. The heap to the north-east is the largest and thickest. It is very wide at top, and extends, as does the narrowest stream, to the west and south-west, even into the plain at the foot of the mountain. The former is four hundred fathoms long, and the latter more than three hundred. Three others, in a direction almost parallel to the north-west, and a fourth extending to the south, are narrower, and do not descend to so great a length. Lastly, towards the east, the mass forms a prolonged circle, because the declivity of the mountain on this side presents a sort of ridge, or projection. On all the streams of this mud, but particularly at its edge, there may be seen small lumps, which have been propelled one upon the other by the pressure of the liquid mud, as the crust of the mass becomes dry; and by surrounding some small elevations, which it met with in two or three parts of its passage, it has formed little islands. At the summit of the mountain around the gulph which ejected this enormous mass from the bowels of the earth, it may be observed in thicker heaps, while on one side may be seen a semicircular clod, nearly a fathom in length, by two arshines in thickness, composed of an old vegetable argillaceous earth, of a yellower colour than the fresh mud. This clod, which covered the gulph, was upset and partly buried in the mud. It likewise appears, that on the south-west side, in the direction of which the summit of the mountain is more inclined, and, as it were, channelled, a much more liquid mud overflowed, which has left behind it a deep trace similar to that of a rivulet, of the width of about twelve paces; it has several interruptions, and finally disappears at the bottom of the thick stratum of stronger mud, where the more desiccated matter is formed into several heaps that lie upon each other.

In these environs I found, beneath the mud, some chrystals of cuboidal pyrites, partly attached to the marl, and partly loose in shining laminæ, without alteration. I likewise observed the same kind of pyrites in the clefts of marly stone, a proof that the pyrites themselves had been torn from some upper strata on which the fire had not acted. Even the fluxes of the mud, the largest of which was from sixty to a hundred fathoms wide, were dry only at the superficies, in consequence of becoming covered with a crust; but one could not tread upon it with safety, for it had separated in many places; and on taking up a lump, we found the undermost part to be soft and fat, like moistened clay. The superficies of this mud was rough and lumpy, so that it was as painful to walk over it as it is to proceed on strongly frozen dirt.

The whole of this prodigious mass, which possesses the greatest uniformity, resembles a fattish clay, of a blue ash-colour, and interspersed with points of sparkling mica. On the application of moisture, it admits of being kneaded; but when dried, it cracks like the argillaceous mud on the highways, in unequal parts, often of the width of three fingers, and may be crumbled as it preserves a degree of solidity only when in large lumps. I nowhere remarked on the superficies of this mud any particles of vitriol; and I saw, in a few places only, some parts covered with an efflorescence of salt, which made a slight effervescence with the acids All the fragments of stone scattered throughout this mass, and which did not form the two-thousandth part of the whole, were mostly small, the largest not exceeding the size of a double hand; some were recently broken, and others rather polished: they principally consisted of the following species, without foreign bodies or degradation, and here and there of a reddish colour, or as if burned.

1. A marly and argillaceous schistus, rather sonorous, in layers of the thickness of half an inch, and slightly effervescing with acids.

2. A similar kind, in beds and thicker lumps, of a hard nature, often streaked, and exhibiting here and there, in its cracks, some traces of pyrites.

3. An argillaceous schistus of a brownish-grey colour, in lumps of the thickness of an inch, sometimes polished, earthy on breaking, and causing no effervescence.

4. A similar whitish, earthy, and friable kind, splitting like wood, in a longitudinal manner, and making no effervescence.

5. A calcareous stone, of a whitish-grey colour, in beds two inches thick, smooth at the broken parts, and marked as if with impressions of obscure letters.

6. A marly schistus, of a deep grey-colour, in laminæ, making little effervescence, and its layers being scarcely a line and a half thick: this species, on breaking, was found to be earthy.

7. A large grained kind of white chalk.

8. A whitish calcareous schistus, hard, and covered with sparkling points at its fractures; this kind made a strong effervescence.

9. A slimy schistus, friable, of a deep grey-colour, breaking in thin leaves, with shining particles of a fine mica, crumbling between the fingers, saturated with bitumen, and making a strong effervescence.

10. An argillaceous stone, heavy, grey-coloured, very compact, coloured with a martial principle, containing particles of isolated chrystallized pyrites, making no effervescence, and smooth and shelly on breaking.

11. A brown iron-ore, slightly effervescing with acids, and in small plates and lumps of a sharp fracture.

12. A similar kind, of a brownish grey-colour, heavier, and without effervescence.

13. A hard clay stone, of a grey-colour, without effervescence, and interspersed with little particles of plants.

14. A calcareous, marly, and white-coloured schistus, in thin beds.

15. A similar schistus, of blueish-grey colour, in thin laminæ.

16. A marly schistus, saturated with bitumen, earthy, brownish, friable, and in thin beds.

17. A grey argillaceous schistus, tolerably friable, in thin beds, and producing no effervescence.

18. Some lumps of hard calcareous stone, round, whitish, of the size of the first, internally full of fissures, strongly chrystallized, and effervescing considerably in the acids.

19. Similar hard and knotty lumps, difficult to break, earthy at their fracture, and entirely dissolving in the acids.

20. Several lumps of argillaceous stone, grey, hard, without any lime in their composition, of an earthy fracture, similar to rock cornelian, and of a white colour at the chinks. Some also were yellowish.

21. Lumps of a white-grey colour, hard and combined with lime: these gave rise to a strong effervescence, were earthy on breaking, and were reducible to powder in water; but this dissolved into an ash-coloured earth by the acids, with a long and violent effervescence, and appeared to be an ash combined with lime, or a muddy earth.

The gulph which vomited this enormous mass, was then covered with a dry and very hard crust of the same mud, over which one could pass. Judging of its size from its depth, its diameter must have been twelve feet, Paris measure. By the side of it, in the mud, we saw several traces of small lava of the width of an arshine, which the more fluid matter had probably made at a later period. On placing the ear down in the direction of the large gulph, we could distinctly hear a report similar to boiling and cracking, like that of a large covered cauldron, and which, when I was upon the hillock, was perceptible, notwithstanding the rumbling of an approaching storm. With respect to my opinion on these slimy volcanos, and their natural causes, I have already given it to the public in a French pamphlet which has been translated into Russian and German, and entitled, "*Tableau Topographique de la Tauride*;" and I have no reason whatever for retracting my opinion; on the contrary, it is farther confirmed by the event which I have just described, and by the appearance of the isle in the sea of Azof not having been accompanied by any other circumstances than those that were occasioned by the eruption of the Kuku-Obo. It besides appears to me very probable, that a stratum of stone coal, or bituminous schistus, burns at a considerable depth beneath the isle of Taman, as well as under a part of the peninsula of Kertsh; that the sea, or the water of its gulphs, having found the means of entering by the cavities occasioned in several parts from the eruptions of this concentrated focus, there must have resulted a mass of vapours or gas, of several kinds, which being once introduced, have passed, by their elasticity, through the clefts of the upper strata, the old gulfs, and, in short, every part at which they found the least resistance, and effected an outlet at the top with a cracking, occasioning at the period of fresh muddy eruptions, the results of which I have treated, as well as the combustion of inflammable gas, which was of short duration, by its being speedily condensed by the external air. As soon as the force of the vapours of the fiery stratum ceased to act upon that above it, because the vapours themselves had found an outlet, the torn and perforated beds of this stratum would naturally sink, and by their pressure would afford, by means of the new opening, at first a rapid, and afterwards a slower passage, to the mud, originating from the ashes of the burned strata, and the sea water that had gained an entrance. Hence arises that saline principle which is found in this always swoln mud; and the same reasoning will account for the appearance of the roots of reeds or rushes, which the sea, on introducing itself in the subterraneous space, had brought with it, and mixed with the mud; and, lastly, we may thus account for those fragments of several species of stones, the strata of which were probably lying one upon another, and were perforated and fractured by the vapours. The singularity of seeing these rents or fractures several times on the hillocks, where the resistance naturally appeared more considerable than on the plain, may be attributed to the probability that these hillocks, having perhaps been entirely formed by more ancient eruptions, and in consequence having still internally the focus of a gulph, the vapours could there more easily find an outlet. It, at least, appears that this is the case beyond a doubt, with respect to the gulph of Kuku-Obo, and that of Kull-Tepe, before described; and, perhaps, even the insensible sinkings of the strata of the isle of Taman is only owing to the gulph, and the interior eruptions of the sea, which have thus filled the whole island with fractures and divisions.

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Remarks on ARNOLD'S *Chronometers, during Sir* HOME POPHAM'S *Voyage. By an Officer in the Squadron.*

July 1801. After the long. of Cossier or Kosire, had been determined by a number of eclipses and lunars, we left it, carrying on the rates of the chronometers, at what the sights for three weeks produced. They gave the long. of Juddah, 39° 13′ E. of Greenwich; and Mocha 43° 20′ E.; and upon our arrival at Kedgeree, the 13th of August, brought out the longitude of that place correct. While remaining in the Hoogly, No. 88. 69. and 326. were suffered to go down, and sent to Calcutta to be cleaned; fortunately No. 92 was taken better care of. We left the river the 10th of December; No. 92 lost 5″ *per diem*, 66 lost 14″ 30‴, and 326 keeping mean time. On our arrival at Prince of Wales's Island, the 27th of December, No. 92 produced the longitude correctly, and differed but little from the other. We got to Madras the 8th of January 1802, and 92 gave the longitude of the flag-staff 80° 33′, which is exactly that assigned it: this is a satisfactory proof of its going very regular, as Madras is the best ascertained place in India. We, therefore, continued its rate 5″ *per diem*; 69 was altered to 17″ *per diem*, and 326 + 4″. We left Madras the 13th of January, and on the passage to Cochin ascertained the longitudes of several places on the island of Ceylon, which agreed with Mr. Dalrymple's, allowing the difference between the true longitude of Bombay and what he then supposed it to be in. The longitudes deduced from them for Aajiazo and Cochin, also proved correct, and they all agreed with each other. Upon our arrival at Mocha, the 11th of February, No. 92 again produced 43° 20′ E. for its longitude, precisely what we had assigned it the preceding year. The 26th of February we anchored at Juddah, and No. 92 gave its longitude within 1′ of what we had before made it; and upon our arrival at Kosire, the 12th of March, No. 92 gave its longitude within two miles of the former. This is a very convincing proof of the regular going of No. 92, as well as the correctness of the longitudes assigned to the different places on our passage down the Red Sea last year. After leaving Cossier, on our passage to Suez, the sudden change in the weather, from heat to cold, altered the rates of all the chronometers considerably: for this we were prepared, as experience proves they are always more or less affected by the vicissitudes of climate *; and the weather, from being very warm, suddenly became very cold; the nights intensely so. After ascertaining by a variety of observations the true longitude of Suez, and carrying on the rates as produced by a series of sights taken during a stay of nearly three months (*viz.* No. 92 + 6″ per day; 69 — 15″ 12‴ per day; 88 — 14″ 30‴), we proceeded to Mocha, and remained from the 10th of July to the 27th of August; when the chronometers again appeared to have been affected by the climate, as the weather became warmer; for upon leaving Aden, the 6th of September, No. 92 was — 1″ per day; No. 69 — 26″; No. 88 — 21″; and upon our arrival at Bombay, No. 92

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* M. de la Perouses's best chronometer altered its rate of going eight seconds per day on the passage from Cavite to the northern part of the sea of Tartary.

gave the longitude of the flag-staff, 72° 56′ E. of Greenwich, which is exactly that assigned it by the latest observations.

We remained at Bombay till the 27th of November, and by altitudes taken during that time, found No. 92 keeping mean time; No. 69 — 27″ per day; No. 88 — 21″ per day. The 27th of January we arrived at St. Helena, when No. 92 produced its longitude, within five miles of its true situation, being only = 20″ of time in sixty-two days, or I may say 100 days, as its rate was the same the last six weeks we were at Bombay. The other time-pieces also gave the longitude very nearly correct. We left St. Helena the 27th of February 1803, with No. 92 gaining 1″ per day; and on making St. Agnes light-house, the 10th of April, it produced its longitude 6° 46′ 0″ W. being exactly that assigned it in the requisite tables, published by the Astronomer Royal.

DESCRIPTION OF PLATE CXXXIV.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR, *July* 5, 1803.

THE view of Santa Cruz was taken when about three miles eastward of it, in the month of September.

The peak was clothed in snow, forming a fine contrast with the dark mountains below it.

But from the account given by Glass, it appears that the summit of Teneriffe is never free from snow; for he says, "This island was named Thenerife, or the White Mountain, by the natives of Palma; *Thener*, in their language, signifying mountain, and *ife*, white, the peak, or summit, being always covered with snow."

Small vessels anchor near the town; but men of war in thirty, forty, and fifty fathoms, about a mile from it. The bottom being foul in many parts of the road, the Spaniards usually buoy up their cables, that they may receive no injury.

Vessels are open to the effects of eastern gales, but it is said they seldom happen. Yet Glass informs us, "that some years ago most of the vessels in the road were driven on shore in a violent tempest; the English cut away their masts, and thereby rode out the gale in safety." But the

Spaniards, instead of allowing our countrymen any merit for this precaution, attributed it solely to the influence of the devil, who, they said, they saw in the midst of the storm assisting the heretics.

Your humble servant,
HALF-PAY.

P. S. While in sight of the *snowy* peak, the thermometer rose to 89 degrees, in the shade.

In addition to the above account from our Correspondent, we presume the reader will be gratified by a perusal of the following picturesque description from the pen of a modern French writer[*] :—

IN the morning of the fourteenth day after we sailed from France, we perceived this mountain, [Teneriffe ;] and, according to our calculation, we were then distant from it twenty-seven sea-leagues. At nine o'clock on this morning, and notwithstanding a thick fog, which had surrounded us for two days, our lookers-out at the mast-head cried, "Land, and the peak!"

The tactics and sight of sailors are so admirable and certain, that through this fog, which was as thick as possible, our men clearly distinguished and recognized the peak, though I could not possibly discern it, notwithstanding my utmost efforts to make the discovery, and though our sailors pointed out the exact direction in which it was perceptible.

At eleven o'clock, the sun in some degree dispersed the fog: its rays, and a slight refreshing breeze, precipitated the vapours towards the earth, that is to say, towards the Canary Islands; and at noon, the mountain, which in the countries that it overlooks, bears the name of the Peak of Tenda, appeared to us in all its beauties; it holds a distinguished rank among the highest mountains in the world, and, on account of its isolated situation, it is certainly one of the finest. The discovery of this sublime elevation affords a perspective which strikes the observer with the mingled sensations of astonishment, pleasure, and admiration; and at the distance from which we perceived it, the view was uncommonly beautiful. At this distance, none of the mountains which surround its base towards the north and east are perceptible, and the peak above the horizon of the sea, like an immense pyramid, proceeding from the very bosom of the ocean.

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[*] Golberry.

This picture made the greater impression on us, because the mist with which it was covered suddenly disappeared.

It was now winter; the summit of the mountain, and all its upper parts, were covered with snow, which, in the lightest sides, was of a dazzling whiteness; the shaded parts represented tints of an azure blue, and a light rose-colour, which gave to this simple, though grand and important picture, a beauty of appearance beyond the power of description.

If we may believe accredited reports and accounts which have all the appearance of authenticity, this mountain may sometimes be seen at a prodigious distance, and discloses, of itself, an immense horizon.

Some travellers assert, that they have perceived it at a distance of eighty leagues: it is seen from Lancerotta, which is distant about fifty leagues; and the guides that accompany those who ascend to the summit of the peak, being in the habit of attaining this elevated point, and being also accustomed to look out for the different isles which terminate its horizon, assert, that when the sky is very clear, and the weather serene, they frequently distinguished the elevated mountains of Madeira, though at the distance of a hundred leagues from this summit; and that they can distinctly see all the isles which form the archipelago of the Canaries.

We perceived the peak of Teneriffe in all its beauty, at the distance of twenty-seven sea-leagues; and at about twenty-two leagues of land-measurement, we saw all the masses and forms of it so distinctly, that I was enabled to make a very exact drawing of its whole appearance. These accounts and circumstances, when contrasted with the uncertainty of calculations by the barometer, may give rise to doubts, whether the height of the peak of Teneriffe be yet properly ascertained.

It is considered by Glass, that the island Nivaria, mentioned by Pliny, is that of Teneriffe, his description thereof being correctly applicable to the appearance which, for ages, it must have borne:—

The sea-breeze in the bay of Santa Cruz, and on all the east side of the island, blows commonly at east, and the land-wind at west. On the north side, the sea-breeze blows at north-east by east, or north-east; and the land-wind directly opposite to it; but at point Nago, where the land projects far into the sea towards the north-east, there is no land-wind.

On the brow of the hill, behind or above Santa Cruz, and at the city of Laguna, a fresh gale at north-west prevails all the time of the sea-breeze, which is occasioned by the mountains almost surrounding the plain; for they are so exceeding high on the south side of it as to beat back the sea-breeze, and throw it against the mountains that bound the north side of the plain, where finding no passage, it veers to the south-east, where meeting with no resistance, it forces itself through the plain with great vehemence, until it comes to the brow of the hill above mentioned, where part of the current of air pours down the hill towards Santa Cruz, and even advances within a mile and a half of the sea, where it is checked by the true sea-breeze. The inhabitants of Laguna and Santa Cruz receive some benefit from the strength of the north-west wind, as it sets at work twelve or fifteen mills, which they have erected on the brow of the hill for grinding corn.

On the south-west coast of Teneriffe there is no regular sea or land-breeze, because the trade or north-easterly wind cannot get at it, by reason of the immense height of the island towering above the region of the wind, so that on this side of the island either an eddy-wind at south-west prevails, or a calm.

Santa Cruz is a large town, containing several churches, three convents of Friars, an hospital, and the best constructed private buildings of any of the Canary Islands. In the middle of the town is a mole, built at a vast expense, for the convenience of landing. It runs to the northward, and the outermost part of it turns toward the shore. In mild weather goods are landed at a creek among the rocks, near the Custom-house, at the distance of a stone's cast to the southward of the mole.

In going from the mole into the town, there is a square fort on the left hand, named St. Philip's, which is the principal one in the bay; to the northward of it, along the shore, are some forts or batteries, mounted with guns; the most considerable of which is called Passo Alto. Near it is a steep rocky den, or valley, beginning at the sea-shore, and running a long way inland, which would render any attack of an enemy on that quarter extremely difficult. There is another fort along shore to the northward of this.

At the south end of the town are some batteries; and beyond them, close to the shore, from thence to the southward, is generally inaccessible, being naturally fenced with rocks, on which the surf breaks almost continually. All these forts are mounted with cannon, and joined to each other by a thick stone wall, which begins near the rocky den, and continues, with little interruption, to fort St. Juan.

This wall is only breast-high within, but higher without, facing the sea. The entry to the town from the sea is at the mole, where there is an open passage between the wall and St. Philip's castle, which commands and guards this entry.

About four leagues to the southward of Santa Cruz, close to the sea, is a cave, with a church or chapel, called Our Lady of Candelavia, in which is an image of the Virgin Mary, held in as much reverence here as the image of the great goddess Diana was at Ephesus; and this chapel is endowed with so many ornaments, that it is the richest place in all the seven islands.

Southward from Candelavia, is Point Prieta, the south-west point of the island; from thence the coast tends westward to la Montana Roxa (*i. e.* the Red Mountain), and from thence to the north-north-west point of the island. All this coast is barren, and almost uninhabited, except about half-way between Montana Roxa and Point Teno, or rather nearer to Teno, is the bay of Adexa, or, as it is pronounced, Adehe, where large ships may anchor.

Between Adehe and Point Teno the shore is about half a mile in height, and perpendicular as a wall; several streams fall down from the summit into the sea.

Point Teno runs a considerable way into the sea, in the form of a crescent: behind it, to the southward, the sea is very smooth, when the trade-wind prevails, which, in blowing weather, makes a great sea to the northward of the point. I never was at anchor there, but have passed near it several times, and by what then I had an opportunity to observe, I judge it to be a convenient port.

From Teno the land stretches away east-north-east and north-east by east, to Point Nago, the north-east end of the island, from whence we set out. This side of Teneriffe has quite a different aspect from the other two already described, for in viewing it from the sea, we perceive a number of villages, woods, vineyards, and corn-fields, that make a most agreeable appearance.

The work from which we have made the above extracts is entitled, "The History of the Discovery and Conquest of the Canary Islands;" was translated by Mr. Glass, from a Spanish manuscript, and published in the year 1764.

THE

SECOND REPORT OF THE COMMISSIONERS

Appointed by an Act of the Forty-third Year of the Reign of his present Majesty, entitled, "An Act for appointing Commiſſioners to inquire and examine into any Irregularities, Frauds, or Abuses, which are or have been practised by Persons employed in the several Naval Departments therein mentioned, and in the Business of Prize Agency, and to report such Observations as shall occur to them for preventing such Irregularities, Frauds, and Abuses, and for the better conducting and managing the Business of the said Departments, and of Prize Agency, in future."

ON considering the different subjects to which our inquiries had been directed by the Legislature, the institution for the relief of seamen maimed and wounded in the service of their country, denominated "The Chest at Chatham," seemed to claim our early attention; as it had been represented to us, that the unfortunate objects for whose relief it was established, did not derive so much benefit from the institution as it might be made to afford them.

In order to obtain a knowledge of the constitution of the Chest, to ascertain the amount and appropriation of its revenues, and to see what improvements could be made in conducting the general concerns of the establishment, we caused the following papers and accounts to be laid before us, *viz.*

1. A decree of a commission, held by virtue of an order in council, dated the 22d of July 1616, shewing the constitution of the Chest *.

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* DECREE.

Whereas by an inquisition (hereunto annexed), taken at the castle of the city of Rochester, in the county of Kent, the 11th day of April in the year of the reign of our Sovereign Lord James, by the Grace of God, of England, Scotland, France, and Ireland, King, Defender of the Faith, &c. &c. (that is to say), of England, France, Ireland, the Fifteenth, and of Scotland the Fiftieth, before us, Sir William Sidley, Knight and Baronet, Sir Nicholas Silborn, Sir William Page, Sir Isaac Sedley, Sir Edward Duke, Knights; Thomas Lee and Henry Clerke, Esquires.—By virtue of his Majesty's Commission under the Great Seal of England, bearing date the 22d day of July now laſt past, to us and others directed, for the execution of an Act of Parliament, made at Westminster in the three and fortieth year of the reign of the late Queen Elizabeth, of famous memory, entitled, "An Act to redress the misemployment of lands, goods, and stocks of money given to charitable uses," upon calling the parties interested, and hearing of their allegations and objections at several times, it

2. Public officers, and expenses of the establishment, from 1791 to 1802, inclusive.

3. The duties of the several officers of the establishment.

4. General abstract of receipts and disbursements from 1791 to 1802.

appeareth, that in the year of our Lord God 1590, the Right Honourable Charles Earl of Nottingham, then and yet Lord Admiral of England, and the then principal Officers of the Navy Royal of the said late Queen, and divers well disposed masters, mariners, shipwrights, and seafaring men, then serving in the ships and sea affairs of the said late Queen's Majesty, finding by experience, that by frequent employment by sea for defence of this kingdom, and other the dominions of the said late Queen, divers and sundry of the said masters, mariners, shipwrights, and seafaring men, by reason of hurts and maims received in the service, were driven into great poverty, extremity, and want, to their great discouragement in the performance of the said service, the great prejudice and hindrance of the said service itself. Therefore, and to the intent remedy might be had for the said several mischiefs, and a perpetual relief provided for such as shall be hurt or maimed in the said service of the said late Queen, and of her heirs and successors for ever, the said masters, mariners, shipwrights, and seafaring men, then employed in the said service of the said late Queen, did then, by the incitement, persuasions, approbation, and good liking of the Right Honourable the said Lord Admiral, and the then principal Officers of the Navy, voluntarily and partably give and bestow, and consent to have defalked out of their monthly entertainments, divers sums of money; (that is to say), out of the wages of every mariner, seamen, and shipwrights receiving ten shillings by the month or more, from his wages, the sum of sixpence for every month; out of the wages of every grommett receiving seven shillings and sixpence by the month for his wages, the sum of four pence for every month; and out of the wages of every boy receiving five shillings by the month for his wages, the sum of three pence for every month. And that it was then also established, ordered, and consented unto by all the said parties before mentioned, that the like defalkations, allowances, and deductions, should from time to time for ever be made to the intent and purpose aforesaid, and should be employed for and towards the relief and maintenance of such hurt and maimed mariners, ship-carpenters, and seamen, as then did, or thereafter should serve in the ships of the said late Queen's Majesty, her heirs and successors, or in any other ship or vessel serving the state of this kingdom, either at sea or in harbour, to be distributed at the discretion of the Masters Attendant, Master Shipwright, Boatswains, and Pursers of the Navy Royal for the time being, or some of every of the said several sorts and ranks, from time to time, as cause shall require, and by the oversight of the principal Officers of the Navy for the time being, or some of them; and that the overplus of the said several sums defalked and retained as aforesaid, should be preserved until further occasion, in a strong chest, with five locks to that purpose especially appointed, whereof the five keys were to be kept as followeth; (that is to say), one by one principal Officer of the Navy, another by a Master Attendant, another by a Master Shipwright, another by a Boatswain, and the other by a Purser of the said Navy Royal for the time being, and so to remain for one whole year; and at the end of every year to be delivered by each of the said several Officers to one other Officer of the same place

5. An account of money in the funds belonging to the Chest.

6. An account of the real property of the Chest; with the net receipts for the last twenty years.

7. An account of the actual defalcations from 1791 to 1802.

and rank, with whom the same keys were severally to remain for the year then next following, and so to continue perpetually in succession as aforesaid; and that the Purser appointed to keep the key belonging to that place and rank, should for that year, that he should so keep the said key, execute the office of Clerk of the Chest, and keep the accounts of all the monies received and paid within the same year to the said charitable use; and also of all such sums of money as should be from thence issued, to the intent and purpose aforesaid; and that the said charitable and voluntary contribution and gift hath ever since continued and been defalked and retained according to the said institution by the Treasurer or Paymaster of the Navy for the time being, or his or their clerks, or such as have been trusted therewith, a great part whereof hath been charitably and orderly distributed at several times for the relief of such as have been hurt or maimed in the said service according to the said charitable and Godly institution; yet, in respect of the greatness of the sums that have been from time to time defalked, deducted, and retained out of the said several wages, according to the rates and proportions before mentioned, there remained a great overplus, whereof part, amounting to the sum of 1,519*l.* 19*s.*, is now remaining in the Chest, besides the sum of one hundred pounds paid and delivered into the said Chest by our order, by force and virtue of the said commission, since the taking of the said inquisition, by one John Lutcher, one of the Aldermen of the city of Bristol who married the widow and executrix of the last will and testament of Thomas Crow, gentleman, deceased, sometime one of the Masters Attendant of his Majesty's said Navy Royal; and also that divers other sums of money were, and still are owing, to the said charitable use, whereof part delivered out of the said Chest, and some other part thereof, were disposed or retained by such as were trusted with the defalkation and receipt thereof, which said several sums of money last before mentioned do amount to the sum of 1,280*l* 18*s.* 9*d.*, and are now owing and due by the several persons, and in such manner and form, as is hereafter mentioned; (that is to say), Sir Peter Buck, Knight, doth owe of the monies given to the charitable uses before mentioned, the sum of 106*l* 8*s.* 10*d.*, whereof the sum of 100*l.* is due by an obligation, and the sum of 6*l.* 8*s.* 10*d.* is due upon the remain of an account of the sum of one other hundred pounds delivered to the said Sir Peter Buck to be distributed to divers hurt and maimed persons according to the said institution; and that William Bright, one of the Master Shipwrights of his Majesty's said Navy Royal, hath also in his hands, and doth owe of the monies given to the charitable use before mentioned, the sum of 100*l* due by an obligation under his hand and seal, confessed by himself, and remaining in the said Chest; and also, that Phineas Pett, one other of the Master Shipwrights of his Majesty's Navy Royal, doth owe of the monies given to the charitable uses before mentioned, the sum of 100*l* due also by an obligation under his hand and seal confessed by himself and remaining in the said Chest; and that John Austen one of the Masters Attendant of his Majesty's said Navy Royal, doth owe of the monies given to the charitable uses before mentioned the sum of 50*l.* due by a bill of

8. A scale of pensions proportioned to hurts and wounds.

9. An account of the number of pensioners paid in each year, from 1791 to 1802.

10. An account of the number of pensioners discharged well, in the year 1802, with the amount of the saving to the Chest.

debt under his hand and seal confessed by himself, and remaining in the said Chest; and that Robert Cozen, one of the aldermen or principal citizens of the said city of Rochester, and John Somers, of St. Margaret's, near the city of Rochester, gentleman, as executors of the last will and testament of William Streaton, late also one of the aldermen or principal citizens of the said city of Rochester, deceased, do owe of the monies given to the charitable uses before mentioned the sum of one hundred pounds, lent to the said William Streaton in his lifetime, as appeareth by an obligation under the hand and seal of the said William Streaton, remaining in the said Chest, and confessed by the said Robert Cozen and John Somer, who do also confess that they have sufficient assets in their hands of the goods and chattels of the said William Streaton to pay the same; and that Robert Langford, gentleman, sometime Paymaster of his Majesty's said Navy Royal, doth owe of the monies given to the charitable uses before mentioned the sum of 328*l.* 15*s.* 6*d.* due by three several obligations under his hand and seal confessed by himself, and remaining in the said Chest; and that Beatrice Hooker, widow, and Richard Hooker, as executors of the last will and testament of John Hooker, deceased, sometime one of the Pursers of his Majesty's said Navy Royal, and then appointed a Clerk of the said Chest, to take account of the said monies paid to the Chest, do owe of the monies given to the said charitable uses before mentioned, the sum of 45*l.* 17*s.*, whereof the sum of forty pounds is due by two several obligations under the hand and seal of the said John Hooker, remaining in the said Chest, and the sum of 5*l.* 17*s.* is due upon an account of the said John Hooker, heretofore exhibited by him to the principal Officers, Masters Attendant, and Master Shipwrights, and others of the Navy, trusted with the defalkation of the monies given to the said charitable use; and that Thomas Hankin, as heir to John Hankin, his grandfather, sometime one of the Masters Attendant of his Majesty's said Navy Royal, doth owe the sum of fifty pounds of the monies given to the charitable uses before mentioned, which was lent to the said John Hankin, his grandfather, as appears by an obligation under his hand and seal remaining in the said Chest; and the said John Hankin, his grandfather, being seised in his demesne as of fee simple, by descent from the said John Hankin, his grandfather, of lands sufficient to satisfy the said debt; and that Miles Troughton, Purser of his Majesty's ship the Speedwell, doth also owe of the monies given to the charitable uses before mentioned, the sum of 14*l.* 6*s.* 11*d.*, as by a note under his hand remaining in the said Chest, and his own confession, appeareth; and that John Duffill, sometime Purser of his Majesty's ship the Dreadnought, doth owe also of the monies given to the charitable uses before mentioned, the sum of 5*l.* 8*s.*, as by a note under his hand remaining in the said Chest appeareth; and that Sir Thomas Middleton Knight, and Alderman of the city of London, doth also owe of the monies given to the charitable uses before mentioned, the sum of three hundred, three score, and eleven pounds, and eighteen pence, which he or such others as were employed by his consent for him, defalked for the

11. An account of the number of pensioners whose pensions were augmented in the year 1802, with the amount of the expense thereby created.

said charitable use as Treasurer or Paymaster for the said late Queen Elizabeth for the West India voyage in the year of our Lord God 1596; and that Ellen Wriothesly, widow, as administratrix of the goods and chattels of John Wriothesly, her late husband, being now deceased, and whilst he lived, Purser of his Majesty's ship the Vanguard, doth by her own confession owe of the said monies given to the said charitable uses before mentioned, the sum of nine pounds and twelve pence; all and singular which said several sums of money before mentioned remaining as an overplus of the money given to the charitable uses before mentioned (all necessary occasions of relief being supplied according to the said charitabe and Godly institution), were disposed in manner and form, and upon the several securities before mentioned, and upon account as aforesaid, and still remain due and payable by the said several persons before mentioned to the said charitable use, and ought to be paid accordingly.—We, therefore, the said Commissioners before named, at several times called all the said parties before us, and heard and examined their allegations, objections, and answers, and especially endeavouring and desiring that so good and charitable a work may be duly and faithfully for ever hereafter executed and employed, according to the true and original institution thereof, and according to the true intent and meaning of the founders, givers, and contributors thereunto; and to the intent that such as are and hereafter shall be employed in the said service of his Majesty, his heirs and successors, may be encouraged to continue the same to all posterity for ever; Do, by force and virtue of the said commission and statute, order, adjudge, and decree, that the said monies now remaining in the said Chest, together with the said other several sums of money due and payable by the said several persons before mentioned, when the same shall be paid and delivered in, and all other sums of money hereafter to be defalked, deducted, and retained, to the intent and purpose aforesaid, shall be disposed and distributed according to the said charitable and Godly uses in the said institution mentioned.—And, that concerning the said several sums of money before mentioned to be due by the said Sir Peter Buck, Knight, William Bright, Phineas Pett, John Austen, Robert Cozen, John Somer, and Robert Langford, for that they have given new security for the payment thereof at several days to come; we, therefore, the said Commissioners, do accordingly adjudge, order, and decree, that the said Sir Peter Buck, William Bright, Phineas Pett, John Austen, Robert Cozen, John Somer, and Robert Langford, their heirs, executors, administrators, or assigns, or some of them, shall accordingly pay the same at the days, times, and places, in their several assurances mentioned and expressed; (that is to say), the said Sir Peter Buck, his heirs, executors, administrators, or assigns, or some of them, shall pay, or cause to be paid, to such as shall be then elected and chosen for keeping of the said several keys to be employed as aforesaid, within the south porch of the parish church of Chatham aforesaid, the sum of 106*l.* 8*s.* 10*d.* of lawful money of England, by him due and payable as aforesaid, in manner and form following: (that is to say), the sum of 26*l.* 12*s.* 3*d.* parcel thereof, at and upon the feast day of Saint Michael the Archangel next ensuing the date hereof; the sum of 26*l.* 12*s.* 3*d.*, parcel also thereof, at and upon the 26th day of March next en-

12. An account of the number of pensioners whose pensions have been reduced in the year 1802, with the amount of the saving to the Chest.

suing the date hereof; the sum of 26*l.* 12*s.* 3*d.*, parcel also thereof, at and upon the last day of September which shall be in the year of our Lord God 1618; and the sum of 26*l.* 12*s.* 1*d.*, residue thereof, at and upon the 26th day of March which shall be in the year of our Lord God 1619; and that the said William Bright, his heirs, executors, administrators, or assigns, or some of them, shall also pay or cause to be paid, to such as shall be then elected and chosen for keeping of the said several keys, to be employed as aforesaid at the said south porch of the parish church of Chatham aforesaid, the sum of one hundred pounds of lawful money of England, by him due and payable as aforesaid, as followeth: to wit, the sum of 25*l.*, parcel thereof, at and upon the feast day of Saint Michael the Archangel next ensuing the date hereof; the sum of 25*l.*, parcel also thereof, at and upon the 26th day of March next ensuing the date hereof; the sum of 25*l.*, parcel also thereof, at and upon the last day of September which shall be in the year of our Lord God 1618; and the sum of 25*l.*, residue thereof, at and upon the 26th day of March which shall be in the year of our Lord God 1619; and that the said Phineas Pett, his heirs, executors, administrators, or assigns, or some of them, shall also pay or cause to be paid to such as shall be then elected and chosen for the keeping of the said several keys, to be employed as aforesaid, the said sum of 100*l.* of lawful money of England, by him due and payable as aforesaid, in manner and form following: (that is to say), the sum of 25*l.*, parcel thereof, at and upon the feast day of St. Michael the Archangel next ensuing the date hereof; the sum of 25*l.*, parcel also thereof, at and upon the 26th day of March next ensuing the date hereof; the sum of 25*l.*, parcel also thereof, at and upon the last day of September which shall be in the year of our Lord God 1618; and the sum of 25*l*, residue of the said sum of 100*l.*, at and upon the 26th day of March which shall be in the year of our Lord God 1619; and that the said John Austen, his heirs, executors, administrators, or assigns, or some of them, shall also pay, or cause to be paid to such as shall be then elected and chosen for the keeping of the said several keys to be employed as aforesaid, at the said south porch of the said parish church of Chatham, the said sum of 50*l.* of lawful money of England, by him due and payable as aforesaid, in manner and form following: (that is to say), at or upon the 26th day of March next ensuing the date hereof, the sum of 10*l.*, parcel thereof, and also 10*l.* yearly on the 26th day of March, until the said sum of 50*l.* shall be fully satisfied and paid; and that the said Robert Cozen and John Somer, their heirs, executors, administrators, or assigns, or some of them shall also pay or cause to be paid to such as shall then be elected and chosen, for the keeping of the said several keys to be employed as aforesaid, at the said south porch of the said parish church of Chatham aforesaid, the sum of 100*l.* of lawful money of England, by them due and payable as aforesaid, in manner and form following: (that is to say), the sum of 25*l.*, parcel thereof, at and upon the feast day of Saint Michael the Archangel next ensuing the date hereof; the sum of 25*l.*, parcel also thereof, at and upon the 26th day of March next ensuing the date hereof; the sum of 25*l.*, parcel also thereof, at and upon the last day of September which shall be in the year of our Lord God 1618; and the sum of 25*l.*, residue thereof, at and upon the 26th

The original written constitution of the Chest is supposed to have been lost during the usurpation of Cromwell; but it appears, from the record of a decree, dated the 1st of May 1617, made in consequence of an inquisition held at the castle at Rochester, by virtue of

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day of March which shall be in the year of our Lord God 16 9; and that the said Robert Langford, gentleman, his heirs, executors, administrators, or assigns, or some of them, shall also pay or cause to be paid to such as shall be then chosen and elected for the keeping of the said keys, to be employed as aforesaid at the said south porch of Chatham aforesaid, the sum of 328*l* 15*s*. 6*d*. of lawful money of England by him due and payable as aforesaid, in manner and form following: (that is to say), at the feast day of the nativity of St. John the Baptist which shall be in the year of our Lord God 16 8, the sum of 10*l*. of lawful money of England, and so from thenceforth yearly at and upon the 23d day of December, and the said feast of the nativity of St. John the Baptist, the sum of 20*l*. of lawful money of England, by even and equal portions, until the said sum of 328*l*. 15*s*. 6*d*. be fully satisfied and paid. And that all old bonds, bills, notes, and other securities formerly given by them the said Sir Peter Buck, William Bright, Phineas Pett, John Austen, Thomas Grove, John Butcher, William Streaten, Robert Cozen, John Somer, and Robert Langford, shall be respectively delivered unto such of them whom the same shall concern, to be cancelled and made void. And as concerning the said several sums of money before mentioned to be severally and respectively due and payable by them the said Beatrice Hooker, Richard Hooker, and Thomas Hankin, Miles Troughton, John Duffill, Sir Thomas Middleton, and Ellen Wriothesly, in respect they do not offer any new security for the payment of the said several sums of money by them severally due and payable as aforesaid, nor otherwise conform themselves to secure the payment thereof.—We do further order, adjudge, and decree, that they the said Beatrice Hooker, Richard Hooker, Thomas Hankin, Miles Troughton, John Duffill, Sir Thomas Middleton, and Ellen Wriothesly, their heirs, executors, administrators, and assigns, respectively having notice of this decree, shall pay the said several sums of money by them severally due as aforesaid, to such persons as shall then be elected and chosen to keep the said several keys to the charitable uses before mentioned at the said south porch of the parish church aforesaid, in manner and form following: (that is to say), that the said Beatrice Hooker and Richard Hooker, their heirs, executors, administrators, or assigns, or some one of them, shall pay or cause to be paid, in manner and form aforesaid, the sum of 45*l*. 17*s*. of lawful money of England, by them due and payable, as executors of the last will and testament of the said John Hooker, deceased, as aforesaid, at and upon the feast day of the nativity of Saint John the Baptist next ensuing the date hereof. And that the said Thomas Hankin, his heirs, executors, administrators, or assigns, or some of them, shall pay or cause to be paid in manner and form aforesaid, the said sum of 50*l*. of lawful money of England, by him due and payable as heir to the said John Hankin, his grandfather, having assets by descent in fee simple as aforesaid, at and upon the 9th day of June next ensuing the date hereof. And that the said Miles Troughton, his heirs, executors, administrators, or assigns, or some of them, shall also pay or cause to be paid in manner and form as aforesaid, the said sum of 14*l*. 6*s*. 11*d*. of lawful money of England, by him due and payable as aforesaid; (that is to say), at and upon the an order in Council of the preceding year, that in 1590, the masters, mariners, shipwrights, and seafaring men, employed in the service of Queen Elizabeth, did, with the consent and persuasion of the Lord High Admiral of England, and the principal Officers of the Navy Royal, voluntarily give and bestow, and consent to have stopped out of their wages, the following sums, *viz.*

Out of the wages of every mariner, seamen, and shipwright, receiving ten shillings or more per month, sixpence per month.

Out of the wages of every grommett, receiving seven shillings and sixpence, four pence; and

Out of the wages of every boy receiving five shillings per month, two pence.

For the perpetual relief of such mariners, shipwrights, and seafaring men, as by reason of hurts and maims received in the service, were driven into great distress and want, it was also consented unto, and established by the said parties, that the like defalcations should from time to time, for ever, be made for the relief of such hurt and maimed mariners, shipwrights, and seamen, as then did, or should hereafter serve in the Royal Navy, or in any other ship or vessel in the Royal

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feast day of Saint Michael the Archangel, next ensuing, the sum of 7*l.* 3*s.* 6*d.*; on the 26th day of March then next following, the sum of 5*l.* 8*s.* of lawful money of England, by him due and payable as aforesaid, at the said feast day of Saint Michael the Archangel, and the 26th day of March next ensuing the date hereof, by even and equal portions: (that is to say), the sum of 54*s.* at each of the said days. And that the said Sir Thomas Middleton, his heirs, executors, administrators, or assigns, or some of them, shall also pay or cause to be paid as aforesaid, the sum of 371*l.* 1*s.* 6*d.* of lawful money of England, by him due and payable as aforesaid, as followeth: (that is to say), the sum of 100*l.*, parcel thereof, on the 23d day of June next ensuing the date hereof, and the sum of 271*l.* and 18*d.*, residue thereof, at or upon the 25th day of December next ensuing the date hereof. And that the said Ellen Wriothesly, widow, her heirs, executors, administrators, or assigns, or some of them, shall also pay or cause to be paid as aforesaid, the said sum of 9*l.* and 12*d.* of lawful money of England, by her due as administratrix of the goods and chattels of the said John Wriothesly, her late husband, as aforesaid, at and upon the feast day of the nativity of St. John the Baptist next ensuing the date hereof.

In witness whereof, we the said Commissioners, whose names are subscribed, have hereunto set our hands and seals, the first day of May, in the year of his Majesty's reign first above written 1617.

The foregoing is a true copy from the
Chest Record, the original of which
is lodged in the Court of Chancery.
W. Goddard.
Chs. Lowry.
Lach. M'Lean, Accountant.

Chest Room,
the 13th of April, 1803.
John Madgshon. *Sl. Hemmans.*
Thos. Hayles. *R. Seppings.*
John Ducker. *Thos. Bishop.*

service, either at sea or in harbour; the money to be distributed at the discretion of the Masters Attendant, Master Shipwrights, Boatswains, and Pursers of the Royal Navy, for the time being, or some of every of the said several sorts and ranks, from time to time, as cause shall require, and by the oversight of the principal Officers of the Navy for the time being, or some of them; that the overplus of the money should be preserved in a strong chest with five locks, of which the keys were to be kept separately, one by a principal Officer of the Navy, another by a Master Attendant, another by a Master Shipwright, another by a Boatswain, and the other by a Purser; and so to remain for one whole year; and at the end of every year, to be delivered by each of the said several Officers to one other Officer of the same rank, and so yearly in succession.

To the amount of the defalcations before mentioned, King Charles the second gave to the Chest twelve acres of marsh-land, situated near Rochester, called Delce; and we find by the records, that, previous to 1672, the fund was increased by the four-pences and two-pences deducted from the monthly wages of all seamen, for the pay of Chaplains and Surgeons of the Navy in such ships where none are borne; and, in 1688, the fines and mulcts imposed by Naval Courts Martial were added, by a grant of King James the Second.

Upon this basis, the business of the chest has been carried on, without any material alteration, to the present time; but the shipwrights no longer contributing, are excluded from receiving any benefit from the fund.

The affairs of the Chest are managed by two Supervisors and nine Governors; the former are the Comptroller of the Navy and the resident Commissioner of Chatham-yard; and the latter, with the addition of two Gunners, are chosen in the manner pointed out by the decree. The allotment and payment of pensions, the administration of the funds, and all other ordinary business, is conducted by the Governors; but no change of system, or general regulations, can be carried into effect, without the concurrence of the Supervisors.

To shew the importance and magnitude of the concerns of the institution, we here insert the following statement of the receipts and disbursements for the year 1802.

General Abstract of the Receipts and Disbursements of the Chest at Chatham, for the Year 1802.

RECEIPTS.

	£.	s.	d.
Balance remaining in the Chest, brought forward -	10,056	7	11
* Received from the Treasurer of the Navy, on account of defalcations from the wages of seamen - - -	50,000	0	0
——— Abatement on Navy Officers' bills -	288	6	6
——— Interest on money in the funds -	6,660	0	0
——— Rents and fines of estates - -	1,376	2	0
——— Gift, being the produce of 10,000*l.* 3 *per cent.* consols, given by a person unknown, who presented a like sum to Greenwich Hospital - -	6,849	11	9
	75,230	8	2

DISBURSEMENTS.

	£.	s.	d.
The number of pensioners on the books in the year 1802, was 8,094; those actually paid were 5,205, whose pensions amounted to -	31,463	9	8
For present relief - - - - - -	3,577	3	4
To men whose cases were not deemed pensionable	3,139	1	0
——— discharged well, and to Greenwich Hospital	383	18	10
For the purchase of stock - - - -	28,786	13	6
Expenses of the establishment - - -	1,259	17	8½
Repairs, &c. of estates - - - - -	2,159	1	6½
	70,769	5	7

It appears from the general account of receipts and disbursements, that previous to 1794, large sums of money arising from defalcations remained in the hands of the Treasurer of the Navy; but from that time the surplus has been annually vested in the three *per cent.* Consolidated Bank Annuities, by which, on the 9th of February 1803, a fund had been created of 281,500*l.* stock, standing in the names of Sir Andrew Snape Hamond, Baronet, Comptroller of the Navy;

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* The actual defalcations taken from the ships' books in this year, amounted to 78,863*l.* 18*s.* 5½*d.*, of which 50,000*l.* only was received on account.

Francis John Hartwell, Esq. one of the Commissioners of the Navy; Mr. John Madgshon, Master Attendant of Chatham-yard; and Mr. Edward Sison formerly Master Shipwright of that yard.

There is also a further sum in the three *per cent.* Consolidated Annuities of 2,208*l.* 18*s.* 10*d.* in the name of the Deputy Remembrancer of the Exchequer, as the value of a certain part of the estate of Godsight, taken by Government for the purpose of increasing the fortifications at Chatham.

The funds of the Chest are considerably increased during war, the defalcations alone very much exceed the expenditure; but in time of peace the reverse is the case, as the paying off the Navy gives opportunity to all who have been wounded or hurt to apply for relief, by which the expenditure is increased, whilst the revenue is diminished by the reduced amount of the defalcations arising from a peace establishment.

Soon after the institution, there seems to have been considerable difficulty in recovering from the Governors, and their heirs, money due to the Chest remaining in their hands, which probably led to the vesting the surplus money in lands.

The net average profits of the real estates, including the houses built thereon, for the last twenty years, has been 657*l.* 7*s* 5*d.*

To shew how little the rents of the farms have been increased, may be seen by the following account; and from the average net proceeds of the last twenty years therein stated, we have deducted the increased rent on account of the land tax, which has been redeemed, in order to show the clear average profits of the money laid out in the purchase of those farms, *viz*

Names of Farms.	When purch.	Acres	Cost.	Then rent.	Average net receipt for the last 20 years			Present rent.
			£.	£	£.	s.	d.	£.
Port Farm, situated at Chislet, near Canterbury, - -	1617	166	1,870	92	130	9	5	130
Newlands, in the hundred of Hoo, St. Mary's, - -	1632	130	900	50	69	13	5	90
Scocles, in the Isle of Sheppey	1641	466	2,324	100	88	18	11	105
Mackland, in Rainham and Upchurch - - - -	1647	209	1 9 0	100	141	15	2	136
Total		971	6 994	342	430	16	11	461

By the evidence of Mr. Edward Soan Twopeny, it would appear, that the estates were never surveyed previous to his becoming the attorney of the Chest; that no circumstances have existed to prevent their increasing equally in value with other lands, except Mackland, part of which has been washed away by the sea; and that the estate called Scocles, leased in 1789 for twenty-one years, at 105*l.*, is worth from three to four hundred pounds *per annum.*

It also appears, that the twelve acres of marsh land given by king Charles the Second, instead of producing any profit in the fifty-five years preceding 1784, actually caused an expense of 38*l.* 1*s.* 7*d.* to the Chest. We can attribute these circumstances, and the very trifling increase of rents made of the farms in a period of near two hundred years, to no other cause than to culpable mismanagement.

The estate called Godsight, situated at Chatham, having been let on building-leases, has been very much improved in its value, notwithstanding a fire which destroyed a great part of the premises in 1800; but we observe the sum of 2,188*l.* 8*s.* 11*d.* has been lately expended by the Governors in building two houses in Hamond Place, Chatham, which have been leased for seven years, at an annual rent of ninety-five pounds, thereby producing only 4*l.* 6*s.* 9*d.* *per cent.* on the money actually laid out, without taking into consideration the value of the ground belonging to the Chest on which they are erected.

On due consideration of the circumstances before stated, and from the mismanagement and general want of improvement in estates belonging to public bodies, more especially where the managers of them are frequently changed, we think it advisable, and do strongly recommend the sale of the estates and premises belonging to the Chest, and that their produce be added to the other money in the three *per cent.* Annuities; by which, we conceive, the income of the Chest will be considerably increased.

Besides a general knowledge of the subject to be obtained from the papers and statements transmitted to us, there were circumstances necessary to our information, which could not be satisfactorily ascertained without an inquiry on the spot.

We therefore proceeded to Chatham; where we had reference to the original minutes and books of the office; and examined some of the Governors and Officers of the Chest, as well as the agents employed by the pensioners in receiving and remitting their pensions.

In the minutes of the proceedings of the Governors, the transactions relating to their trust seemed to be fully detailed; and we must do those who are at present in office the justice to observe, that their accounts appeared to be kept with great regularity.

The process by which a person wounded or hurt in his Majesty's naval service is enabled to claim relief from the chest, is as follows:—

The Surgeon, with the approbation of the Captain, fills up a certificate, or smart ticket, (printed forms of which he is furnished with,) by inserting the name and age of the party, the nature of the wound or hurt, when received, and the service he was employed on at the time; which is signed by the Captain, Surgeon, and other Officers, and delivered to the party previous to his being discharged, or sent to any of his Majesty's hospitals; the Surgeon keeps an account of such smart tickets as may be granted, which is sent to the Navy Office, and forwarded from thence to the Governors of the Chest for their guidance. Upon the parties producing the smart ticket, or in case of its being lost, if it should appear upon reference to the Surgeon's list, that one had been granted, the Governors and Surgeon proceed to examine him; and if the hurt received should not have deprived the party of the power to gain a livelihood, a sum of money is given in full satisfaction for the injury received, called "Smart Money;" but in case the wounds or hurts are severe, a yearly pension is granted, and an allowance, not exceeding the amount of the pension, is made to the party, for the purpose of defraying the expense of his journey to his home, which is denominated "Present Relief."

At the time of granting pensions, tickets or certificates are given to the parties, expressing the amount of their pensions, and their duration; being for one, three, five, or seven years, according to the nature of the injury received. The object in granting pensions for a limited time is not only to prevent frauds, by ascertaining the actual existence of the parties at stated periods, but that the Governors may have opportunity of proportioning the pensions to the ability of the parties to maintain themselves. On their re-appearance at the Chest, they are examined by the Governors and Surgeon, and if their wounds or hurts continue in the same state, their pensions are renewed; if better, they are reduced; if worse, augmented; and, if the party is perfectly recovered, his pension is entirely discontinued.

The hardship of subjecting pensioners indiscriminately to a periodical appearance at the Chest, at whatever distance their residence may happen to be, has been of late in some measure alleviated. In cases of total blindness, or very severe wounds, the Governors have granted pensions for life; but the loss of a limb has not been deemed sufficient to entitle them to that indulgence.

That the purposes for which this institution was originally established, may be rendered more effectual, we think that all possible facility ought to be given to the receipt of the pensions; and we can see no reason why any persons, who have suffered the amputation of limbs, or received other incurable and disabling wounds, should at any time after their admission, be subjected to the pain and expense of personal attendance at the Chest. We therefore recommend, that, in all such cases, the parties be admitted pensioners for life, and such pensioners only be required at any time hereafter to appear at the Chest, the nature of whose wounds may afford a reasonable probability of amendment.

The business of the trust is conducted by the Governors at meetings held monthly, beginning on the first Tuesday in every month; and at an annual meeting early in June.

At the former, the Governors meet for the purpose of examining such persons as appear with smart tickets, as also such whose pensions may have ceased from the termination of their tickets; and at the latter, for the general payment of the annual pensions, which become due on the 25th of March.

If a person having a claim on the Chest should arrive at Chatham after the monthly meetings are concluded, he almost unavoidably falls into the hands of one of the agents for pensioners, chiefly keepers of public-houses, by whom he is entertained till the meeting of the Governors in the succeeding month; as a security for the debt thus incurred, he leaves his pension ticket in deposit, and a power of attorney for the agent to receive his pension at the next yearly payment. To entitle the agent to receive the pension for the year, he must produce a certificate of the life of the party, which may be made out on or after the 1st of March. If the agent advances any part of the pension, after receiving the certificate of life in March, when it is due, and before it is paid in June, the regular charge is one shilling and sixpence in the pound, or seven and a half *per cent.*; but if the advance is made at any time, however short, before the 1st of March, the agent deducts five shillings in the pound, or twenty-five *per cent.* for risk and commission; so that between the incitement to a wasteful expense offered by the publican, and the extortionate charges of the agent, the benevolent purposes of the institution are in a great measure frustrated; and it may be a question whether it is, upon the whole, productive of more good than evil to the parties and their families.

In order to know what proportion of the pensions was paid to the parties themselves, and what through the medium of their agents, to enable us to form a judgment of the extent of the abuses arising from the present mode of payment, we caused the pay-book to be examined, by which it appears, that out of 5,205 pensions, only 309 were paid to pensioners appearing in person, being in the proportion of one to seventeen.

[*To be continued.*

NAVAL LITERATURE.

The Progress of Maritime Discovery, from the Earliest Period to the Close of the Eighteenth Century, forming an extensive System of Hydrography. By JAMES STANIER CLARKE, *F. R. S. Domestic Chaplain to the Prince, and Vicar of Preston. Vol. I. 4to.* 1803.

TO the very superior talents of Mr. CLARKE, the author of the work now before us, the earlier volumes of the NAVAL CHRONICLE are deeply indebted; in reviewing an acknowledged performance of his, we therefore feel ourselves in a somewhat delicate predicament, lest it should be suspected that partiality may have influenced our judgment.

The writer of the present article, however, feels it incumbent on him to declare, that he has not the honour of possessing the least personal knowledge of Mr. Clarke; and that, if he had, no motive, however cogent, should induce him to swerve from that line of strict integrity which has ever distinguished, and shall ever continue to characterize, his critical labours. He has no pretensions to infallibility; but of whatever errors he may be found guilty, they shall be those of the head, not of the heart; and he trusts that, whether he censure with severity, or commend with ardour, he will be alike acquitted of injustice and partiality.

"*The Progress of Maritime Discovery,*" is a work which falls peculiarly within the province of our remark. Amidst the immense mass of voyages, &c. with which our shelves are laden, we have long looked in vain for something which might present a systematic form; and we believe it will be acknowledged, on all hands, that a performance of this nature has been an important *desideratum* in naval literature. The knowledge, research, and labour, which were essentially requisite for its prosecution and completion, must necessarily have retarded its commencement. Mr. Clarke has at length attempted the Herculean task; and with what success, it shall be our more humble effort to ascertain. At present, however, our limits will permit us only to present a faint prospective view of what our readers have to expect: a more detailed account must be reserved for some of our future pages.

Paradoxical as it may appear, an author of real talent and judgment is, in some respects, the most competent to review his own work. He best knows the views with which he has written; he best knows the sources from which he has drawn his information; and, if his judgment be not warped by vanity or self-conceit, he best knows how far, and with what success, he may have accomplished his design. In the present instance we shall, therefore, permit Mr. Clarke to speak for himself. The following extracts from his Preface exhibit a *coup d'œil* of the work, with some necessary information relative to its origin and progress:—

> THE Introduction to this volume will be found to contain a progressive memoir of maritime discoveries by the Cuthites and Phœnicians, the Greeks, Carthaginians, and Romans. The work itself, after some illustrations of commercial history, in which, among other subjects, the doubful progress of the Norman mariners is glanced at, proceeds to review the early periods of Portuguese history prior to the fifteenth century; an account is then given of their most distinguished writers on Portuguese Asia and America; and the history of their discoveries follows, from the reign of John the First in 1385, to the arrival of de Gama, in 1498, on the coast of Malabar; which completes the first great division of my labours. In the Appendix are many curious and scarce tracts respecting navigation, which are intended to elucidate the preceding pages.
>
> But the reader may be curious to know why the present work was undertaken, and with what authority an obscure individual like myself, has ventured to embark on so perilous a voyage.
>
> A general idea of the plan may have been formed from the Prospectus already circulated. It informed the public that the outline was projected under the auspices, and with the approbation, of Earl Spencer, who presided at the Board of Admiralty; but I did not then mention another patron, by whom the arrangements of the whole was formed, that zealous mariner Admiral John Willett Payne:

"*Tuque ades, inceptumque unà decurre laborem,*
"*O decus, O famæ meritò pars maxuma nostræ,*
"MÆCENAS! *pelagoque volans da vela* patenti*."

Under this eminent Officer my attention was first directed to Naval Literature. His ardent mind pointed out whatever of novelty or of utility had hitherto been neglected; and whilst his genius cast new light on the desiderata thus presented, his conversation cheered my fatigue, and his enthusiasm prolonged my industry.

On my return from a cruise in the Impetueux, my first efforts † were submitted to the press, and favourably received. When I contemplated the next object that offered, I trembled at its magnitude: my professional duties were increased; and I felt that I not only wanted the ability, but the leisure, requisite to complete an undertaking so great as the Progress of Maritime Discovery from the earliest period to the close of the eighteenth century. Whilst I hesitated, the importunity of friendship increased, and at length prevailed. It repeatedly urged, that a complete system of hydrography was wanted by the literary world, and particularly by naval men; that it would prove an essential service to future navigators to have the principal discoveries of their predecessors connected and arranged; that a perusal of the numerous works relative to this subject demanded rather the leisure of a recluse, than the agitated and interrupted day which the mariner constantly experiences.

The labour which friendship thus urged me to attempt, has been greatly lessened by the suggestions and remarks, among many others, of the following gentlemen: to my good friend, Mr. Nicholas Pocock; to my brother, Captain George Clarke; Captain Francis Mason; and Lieutenant Gourly, of the Royal Navy; to Captain Burgess, of the East India Service; to Mr. Bailey, Master of the Royal Academy at Portsmouth; and Mr. Whidbey, for whose acquaintance, and for many valuable hints, I am indebted to Captain W. Tremenheere, of the Royal Marines;—my first thanks are deservedly due. From the Rev. Mr Bowles, and from Mr. Selwin, I have experienced attention, though only known to them by the courtesy of literature. From Sir George Shuckburg Evelyn, Bart. from the Rev. Samuel Henley, the Rev. Mr. Maurice of the Museum, the Rev. Mr. Greathead, and from Mr. Pollard, the learned friend of the late Sir William Jones, I have received that assistance which cheers and alleviates fatigue. The skill and experience of Mr. Arrowsmith, as well as his numerous MSS. always have been generously contributed; nor shall I, on this occasion, omit to acknowledge the great assistance I have invariably obtained from the liberality and bibliographic information of that truly respectable and honest bookseller, Mr. Thomas Payne.

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* Georg. lib. ii. 39.

† Sermons on the Character and Professional Duties of Mariners; with the first, second, and third volumes of the NAVAL CHRONICLE.

Having enumerated a long list of his predecessors in naval literature, of whose labours Mr. Clarke speaks in terms of the greatest candour and liberality, he proceeds:—

In all of these collections, though in Astley's least of any, hydrography has been considered in a secondary, and frequently in a subordinate point of view. The great objects of this branch of science, so interesting to a great commercial nation, and so important to its navigators, are dispersed through an infinity of volumes, and often erroneously given. Authorities have been seldom cited; the claims of nations and individuals to the merit of their respective discoveries, are too faintly traced; the remarks of the navigator and traveller, united in the same work, destroy that connexion and arrangement each might separately possess; the dissertations and remarks of nautical men have multiplied, until some of the earliest, and most valuable, are nearly lost amidst the mass of information that exists; so that it appeared necessary at the close of the eighteenth century to arrange and separate the stores which preceding ones had afforded; and thus to form a general system of hydrography, equally interesting to the navigator, the statesman, the merchant, and to readers in general.

Such is the general outline of my plan, which, notwithstanding the number of volumes marshalled in dread array before me, I should imagine might be executed in about six, or, at the utmost, seven thick quartos. The voyages of the present reign alone amount to more than twice that number. I wish not, even if I possessed the ability, to supersede the valuable collections that exist; but am anxious to form a work which shall produce a systematic reference to the contents of Hakluyt, Purchas, Thevenot, Churchill, Harris, and Astley, and thus render them more generally known, and, by comparison with later productions more correct. An explanatory catalogue of voyages, and other philosophical publications connected with the progress of maritime discovery, will enable the merchant, and the man of science, to form that library which opulent individuals, in the first commercial nation in Europe, should have an ambition to possess.

A work of this extensive nature if executed as it ought, will demand a considerable portion of secluded leisure; much tranquillity of mind; and some prospect of commendation, from the country it was intended to serve, and the profession whose information it originally was brought forward to promote. The first volume is now before the public, and I await its decision with respect. The second would give the Portuguese discoveries in India until the year 1346; it would then illustrate the enterprize of our own countrymen, who soon followed the same track; might possibly mark the slow but extirpating progress of the Dutch, and give a general view of the islands in the Indian Ocean, as discovered by different navigators. This completes the second great division; and the attention of the reader should then be directed to that branch of discovery which sprung from the school of Portugal, under the forced and ungrateful patronage of Spain.

The volume before us is dedicated, we think with much propriety, to the author's patron, his Royal Highness the Prince of Wales, "as the Heir Apparent of a Monarch, during whose reign the progress of maritime discovery has been extended to the most distant regions, and the commercial interests of the United Kingdom have been proportionably augmented." It is embellished and illustrated with several valuable engravings, which at a future time we shall particularize and briefly describe.

[*To be continued.*

* * *

Travels in Africa, performed during the Years 1785, 1786, *and* 1787, *in the western Countries of that Continent, comprised between Cape Blanco in Barbary, situated in* 20° 47', *and Cape Palmas, in* 4° 30' *N. Latitude. Embellished with a general Map of Africa, corrected according to the most authentic and recent Observations; and several Plans, Copper-plates, &c. By* SILV. MEINARD XAVIER GOLBERRY. *Translated from the French, without Abridgment. By* FRANCIS BLAGDON, *Esq.* 2 *Vols. Octo-decimo.*

TO know who and what an author is, with his motives, resources, and talents for literary composition, is so generally interesting to readers, at least to those readers who wish to form a judgment of what they peruse,—that we shall offer no apology for sketching out a short account of the writer of the volumes now before us.

Previously to the late disastrous revolution, M. GOLBERRY held a Captain's commission in the French army. In 1785, M. de Boufflers, with whom he was intimately connected, was appointed Governor of the Senegal; and Golberry, who had long been anxious to explore the interior of that part of the continent of Africa, embraced the opportunity of attending his friend, as first *aid-de-camp*, with permission also to exercise the functions of chief engineer through the whole extent of the government of the Senegal, and to make such researches as he thought proper in the western and maritime countries which constituted a part of it. He was instructed to notice every thing relative to the commerce of the country, as well with the English and Portuguese, as with the French; to negociate for the establishment of new factories, &c. and to examine all the points capable of receiving, or resisting the attacks of, a military or naval force. Thus occupied for several years, he collected an immense mass of materials, from which it was his intention to compose an elaborate and extensive work; but, in 1799, the interesting travels of that acute and ingenious writer, Mungo Park, having made their appearance, he found that many of his observations were anticipated, and he declined entering the lists with an author of established celebrity. Conceiving, however, that some detached portions of his projected work might be serviceable to the interests of his country, he has lately presented to the world, what in the original is termed, *Fragmens d'un Voyage en Afrique.*

M. Golberry is a humane man, a moral man, a religious man, and, consequently, a truly good man. He possesses the virtues of modesty and candour in an eminent degree; and though he loves his own country, which every good man ought to do, he respects, honours, and reveres the English. To lovers of natural history, and to readers in general, the work before us is highly interesting; but, to naval and commercial people, it is replete with curious, useful, and important information.

We have been thus explicit in our general opinion of M. Golberry's performance, as, from the great variety of its contents, we perceive that it will be impossible for us, consistently with justice, to close our report of it at present.

The first portion of M. Golberry's work relates to the government of the Senegal, which, according to him, might extend over that vast portion of the continent comprised between the 4th and 30th degree of north latitude, and between the Atlantic Ocean and the 30th degree of longitude from the isle of Ferro. This immense tract of country contains the whole course of the Senegal, the source of the Niger, the cities of Tombuctoo, Torcrur, and Houssa, the latter of which, according to Mungo Park, contains eight hundred thousand souls, and yet is supposed to have existed, unknown to Europeans, for a number of centuries, on the banks of the Niger: it also contains nearly the whole of Negro-land, a considerable portion of Guinea, the country of Bambouk, abounding in rich and extensive gold mines; thirty known nations, with several others in a state of barbarism; five large rivers, navigable by vessels of burthen, and many smaller ones favourable to commerce, the banks of which possess a numerous population; the whole occupying a surface equal to more than 374,400 square leagues. M. Golberry, having briefly described the country, its inhabitants, produce, &c. proceeds to point out the requisite measures, naval, military, and commercial, for the organization of the government, which indeed merit attention from the British as well as the French Legislature.

The following passages, succeeding each other in the order quoted, we flatter ourselves will be acceptable to our readers:—

On the Road of the Senegal opposite to the Bar, about three Leagues to the southward of Fort St. Louis.

THE port which is called the road of the Senegal, is the anchorage made choice of by ships and small vessels opposite to the entrance of the river, and within sight of the bar.

This road is foreign, that is to say, in the open sea; it is an anchorage rather than a road, but its bottom is good; sometimes, however, the waves run very high, and the sea is tempestuous.

In this road all vessels which draw more than ten or twelve feet of water, are obliged to come to anchor; those of a less draught are able to pass the bar, and enter the river.

There is likewise another inconvenience attending this anchorage, namely, that there is no mark which points it out; and the coast being extremely low near the mouth of the Senegal, affords no beacon, or other sign, by which it may be discovered; hence it follows, that when a vessel has discovered the fort of the Senegal, if it do not meet with any other ship already at anchor in the road, it runs the risk of getting beyond the proper anchorage, because nothing indicates when it ought to become stationary.

On the Establishment of a Signal for pointing out the Bar and Road of the Senegal.

In the year 1788, I proposed a very simple method of preventing this embarrassment, to which ships are so liable; it was, to raise on the edge of the main land, at the left bank of the river, opposite to the principal passage at the bar, a large mast, at the top of which should be fixed a hogshead, the upper part of which might be painted black, and the lower part white: on the surface of this cask might be marked, in black and white, the latitude of the signal, as well as that of the great entrance; these characters could be easily perceived by means of telescopes, on board the vessels arriving at the anchorage; and thus they would be informed of the situation of the bar. During the night a ship's lanthorn might be hoisted.

Near this signal a military post might be established; and a sloop, manned with a good pilot and six resolute negroes, who ought to be capital swimmers, should be always at hand, for the purpose of proceeding to the road, and assisting any unfortunate persons who might be wrecked at the bar. Such an establishment is desirable, as well from its commercial advantages, as from principles of humanity.

On the Mouth of the Senegal.

The mouth of the Senegal possesses some extraordinary peculiarities. This river does not empty itself into the sea according to the direction of its course; its ejection is performed on one side; from which it results, that the waters, on entering into the sea, have no impulsive force: the entrance of this river is also barred by a sand-bank, which is the prolongation of a tongue of sand, that runs in a direction rather from north to south, is not very wide, forms the right bank of the river, and bears in the country the name of the Tongue of Barbary, because it forms the continuation and extremity of a coast of a similar name.

The waters of the river and the tides cover this bar in general, particularly during the dry season, with only twelve or thirteen feet of water. From this circumstance it happens, that the bar of the Senegal, or proper entrance to this river, cannot be at any rate passed, except by vessels that draw no more than ten feet of water; all others are forced to remain in the road, or can only enter by reducing their ordinary burthen, besides taking other precautions that are proper and indispensable.

On the Danger of the Bar of the Senegal.

The shallowness of the waters that cover the bar is not the only inconvenience of this passage, it has likewise that of being always difficult, and even during a great part of the year is very dangerous, because the sea breaks against it with great violence; misfortunes are, therefore, at this point extremely frequent.

The very day on which we arrived at the Senegal, the boat of a slave ship, named the Forcalquier, had been wrecked at the bar about seven o'clock in the morning. It was coming from the river loaded with nineteen captives for the vessel, but it unfortunately struck on the bar; seventeen of the slaves were drowned, and there were only saved the boatswain, four sailors, and two blacks.

In these roads the currents take a direction from north to south, and constantly convey a portion of sand against the bar, which obstructs the waves from the offing that approach towards it with great violence.

This effect is nearly the same along the whole western coast of Africa, and more or less danger occurs in proportion to the difference between the bearings, the winds which prevail, and the obstacles that are opposed to the waves.

The days when the bar is absolutely calm are extremely rare; on the contrary, those when the sea is incessantly breaking against it are extremely frequent.

The waves which break against the bar are always, if I may be permitted to use the expression, united, as it were, in leashes. I have often observed this general partiality in Nature for the odd number.

When the sea is but slightly agitated, one may perceive three waves, perfectly distinct, approach and break against the bar, immediately after each other; and these three waves appear to be, as it were, connected, for there is often a considerable interval of time between the attack of the first three waves and the approach of the succeeding trio.

During the prevalence of bad weather, this series of assault by united waves incessantly prevails; but then these attacks follow each other so rapidly, that the time between them is no longer perceptible. The sailors call the interval between the two assaults, when tolerably long, a set-off, because the bar then experiences a slight degree of rest, and during which time it may often be passed; but frequently the violence of the waves is so great, and the storms succeed each other so rapidly, that there is no longer any interval between them, and consequently no nautical set-off.

The force and rapidity with which the waves of the same storm, and even the storms themselves, follow each other, depend upon the state of the winds and sea; but I have often remarked the latter to be calm at a distance, while the wind was blowing extremely gentle, and nevertheless the waves continued to break with violence over the bar. I have endeavoured to account for the cause, by supposing it attributable to some great convulsion which the sea had sustained at a distance, and the effects of which might have extended as far as the extremity of this bay. After the cause of this considerable motion has ceased, the surface of the sea soon becomes calm; yet the great mass of the element preserves for a long time an oscillating and insensible undulation in the open sea, but the effects of which are very sensible near the shore.

When the waves from the distant space proceed towards and break against the bar, this passage is always difficult; it is sometimes dangerous, and often impracticable, at least without incurring the risk of destruction.

The period when the waves have attained their full violence, is when the second or third wave passes over the shallop, generally fills it, causes it to sink, or makes it run aground, because the two last waves break in a semicircular form; the third, in particular, produces this effect, and the cause of this expansion may easily be conceived.

The first wave which arrives does not form the semicircle, because it meets with no obstacle from the return of the particles which preceded it; and when the attacks are separated by an interval, the first wave has time to disperse itself; the second forms an arch, because it meets with the divisions of the former, which are returning towards the sea, and which, forming an impediment, force it to rise; but the third wave, which at once experiences the combined obstacle of the returning waters of the first and second, can only force its way by a sudden inflation, and as its rapidity is occasioned by a very strong impetus, it immediately rises and forms an arch, or semicircle, the height of which is in proportion to the rapidity of the wave at the time of its contact.

It is in general this third wave which causes the destruction of a shallop: the arch which it forms is so considerable in diameter, that it completely covers the vessel in every direction; and it has often happened, that the barks have been raised by this impetus perpendicularly, as it were, on the end of the keel. This effect of the power of the waves was unfortunately experienced in the month of February 1786, by a shallop belonging to the corvette Rossignol: it was commanded by M. de Corneillan, a Lieutenant: the vessel had entered the river, and had nearly reached the middle of the bar, which this Officer thought practicable, when the third of one of these bodies of water struck it on the stern, raised the hull perpendicularly, and placed it on the point of its keel: it remained for an instant in equilibrio, and then overturned.

The Lieutenant and his crew were saved, as it were by a miracle, but not till after they had been left for two hours upon the bar, where they resisted the passing waters by the natural strength which men possess when in a state of desperation.

During my residence in Africa, there were wrecked on the bar of the Senegal four ships and twenty-two shallops, by which a hundred and nineteen men were drowned; among these we have sincerely to regret the Chevalier de la Hechois, Commander of the corvette la Bayonnais. This Officer united to the talents and knowledge of a good seaman, all the qualities of an amiable man, and the virtues of a citizen.

Such a number of misfortunes and sacrifices are so deplorable and afflicting, that they are sufficient to induce the Government to form opposite the bar, and contiguous to the signal-post before mentioned, an establishment, which, besides pointing out at once the anchorage and the bar, might be so arranged as to afford immediate assistance to those who, being forced by duty as well as by necessity to expose themselves to the dangers of this perilous passage, are frequently shipwrecked.

Plan of a Boat proper for passing the Bar with less Danger.

It frequently happens during peace, but particularly in time of war, that the indispensable necessity of communicating with the road of the Senegal, does not afford time for considering the state and dangers of the bar, by which those who are forced to expose themselves near it, frequently run the risk of their lives.

This consideration, which so nearly relates to the care and attention that are necessary for the preservation of mankind, has induced me to reflect on the mode of constructing some kind of light vessel which might be capable of passing the bar with less danger at those times when the force of the waves, which break against it, render destruction almost inevitable. The essential qualities of such a vessel ought to be, that it should neither sink *nor break* [*].

It is easy to ensure the first mentioned quality, by constructing a deck in such a manner that the space which it would occupy would produce an equilibrium sufficient to prevent the vessel on every occasion from sinking under the weight of the waves which might cover it. This deck might be so constructed as not to prevent the manœuvring of the rowers, but, on account of the force of the waves, it may appear more difficult to prevent the ship from *splitting* [*].

I have thought that a much greater degree of stability might be given to a similar vessel, and that it might be made to resist the shock of the waves, by a method which, by displacing them at pleasure, by diminishing the boat's centre of gravity at the instant such a measure becomes necessary, might augment its general gravity and resistance.

Let us suppose, that in the vertical plane of the boat's centre of gravity there be placed a rod of iron, formed of several fillets of the same metal: at the extremity of this rod let there be fixed a weight of iron or lead, the specific gravity of which may be in proportion to the effect required to result from it.

When there is no occasion for employing this weight, it might be contained in a space made in the bottom or keel of the vessel, which part might be easily appropriated for this purpose, without the weight occasioning any embarrassment or friction.

The rod might be secured by an apparatus very easily made; and it might be provided with teeth, by which it could be manœuvred like a crane, by means of a single handle; the weight might be made to descend to the depth of eighteen, twenty, or twenty-four inches beneath the lower plane of the keel; and it will appear evident, that the descent of this weight must cause a difference in the power of the boat's resistance against the efforts of the waves.

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[*] Either through haste or inadvertence, the translator seems here to have fallen into a slight error. On referring to the original, we find the first passage to stand, "*Les qualités essentielles d'une semblable embarcation doivent être de ne pouvoir ni submerger ni* chavirer:" the second is, "*Ce pontage serait accommodé par le constructeur, de manière à ne pas gêner la manœuvre des rameurs, mais à cause de la force des lames, il paroit plus difficile de la garantir du danger de* chavirer." The verb *chavirer* means, literally, *to turn upside down*; consequently, the first marked sentence should have closed thus:—*neither sink nor* OVERSET; the second,—*prevent the ship* [boat, or vessel,] *from* OVERSETTING. The principle on which GREATHEAD's *Life-Boat* is constructed is, that it can *neither be sunk nor overset.*—REV.

As soon as the bar has been passed, the interior part of the river is found to be seven or eight fathoms deep, and even occasionally more, which, if the bar did not exist, might be navigated by vessels of very great burthen; and they might also proceed up the river, as far as Podhor, where the tide still flows, though the extent of the course of the Senegal, between its mouth and Podhor, is upwards of sixty leagues.

We transcribe the following account of the Purrah, or Confederation of Warriors, an institution existing among the people who inhabit the coast of the Atlantic Ocean between Sierra Leone and Cape Mountain, as particularly curious and interesting:—

Between the river of Sierra Leone and Cape Monte (Mountain), there exist five nations of Foulhas Sousous, or Sousos, who form among themselves a kind of federative republic. Each colony has its particular magistrates and local government; but they are subject to an institution, which these negroes call Purrah; it is an association or confederation of warriors, which, from its effects, is very similar to that terrible institution formerly known in Germany under the name of the Secret Tribunal; and, on account of its mysteries and trials, it is equally similar to the initiation of the Egyptians.

Each of these five colonies has its particular purrah, and each purrah has its own chiefs and its tribunals, and it is the tribunal itself which is properly called purrah. From these five provincial purrahs is formed the grand general and sovereign purrah, whose authority extends over all the colonies above mentioned.

In order to be admitted to the confederation of a cantonal purrah, it is necessary to be thirty years of age; to be a member of the grand purrah, the person must be fifty years old; and the grand or sovereign purrah, is generally composed of members from those of the cantons.

A candidate is not admitted to be examined before a cantonal purrah, except all his relations who belong to it become sureties for his conduct; they bind themselves by oath to sacrifice him, if he flinch during the ceremony, or if, after having been admitted, he betray the mysteries and secrets of the association.

In each canton comprised in the institution of the purrah, there is a sacred wood, whither the candidate is conducted; he is obliged to reside in a place appropriated for him; he is confined for several months in a solitary and contracted habitation, where he receives his food from men disguised in masks; he dares neither speak nor quit the dwelling which is assigned him; and if he attempt to penetrate into the forest which surrounds him, he is instantly struck dead.

After several months' preparation, the candidate is admitted to the trial: these last proofs are said to be terrible; all the elements are employed to ascertain his resolution and courage: it is even asserted, that lions and leopards, in some degree chained, are made use of in these mysteries; that during the time of these proofs and initiations, the sacred woods resound with dreadful howlings; that during the night vast conflagrations appear, which seem to indicate a general destruction, while at other times fire is seen to pervade these mysterious woods in all directions, and every one whose curiosity excites him to profane these sacred parts, is sacrificed without mercy; for proofs are not wanting, that many indiscreet persons who have penetrated them have disappeared, and never after been heard of.

When the candidate has undergone all the degrees of probation, he is permitted to be initiated, an oath being previously exacted from him, that he will keep all the secrets, and execute, without reflection, all the decisions of the purrah of his tribe, as well as the decrees of the grand and sovereign purrah.

If a member of the association should act with treachery, or turn a rebel, he is devoted to death, and is sometimes assassinated in the midst of his family.

At a moment when the guilty person least expects it, a warrior appears before him, masked and armed, who says, "The sovereign purrah decrees thy death." On these words, every person present shrinks back, no one makes the least resistance, and the victim falls a sacrifice to his perfidy.

The tribunal of each purrah of a nation is composed of twenty-five members, and from each of these particular tribunals are taken five persons, who form the grand purrah, or supreme tribunal of the general association; this sovereign tribunal is consequently composed of twenty-five members, who appoint their own chief from their number.

The common purrah of a tribe takes cognizance of the crimes committed within his jurisdiction, tries the criminals, and executes their sentences; it also appeases the quarrels and dissentions that arise among powerful families.

The grand purrah assembles only on extraordinary occasions, and tries those who betray the mysteries and secrets of the order, or who rebel against its dictates; and it is this assembly which generally puts an end to the wars that sometimes break out between two tribes under the influence of this confederation.

When these people make war, after some months of reciprocal hostility, during which time both parties, as is usual, have sustained material injury, they unanimously wish for peace, they then secretly invoke the grand purrah, and solicit its interference to terminate their quarrels.

The sovereign purrah collects and assembles in a neutral canton. As soon as it has met, it makes known to the belligerent cantons, that it cannot suffer men who ought to live like friends, brothers, and good neighbours, to make war against each other, and pillage and lay waste their territories; that it is time to put an end to these excesses, that the grand purrah is about to investigate the causes of war, which it must terminate, and it immediately orders all hostilities to be suspended.

It is a fundamental point of this institution, that from the instant when the grand purrah has assembled for the purpose of terminating war, till it has decided on this subject, every warrior of the two belligerent cantons is forbidden to shed a drop of blood, under pain of death; this cessation of hostilities is consequently observed with the greatest scrupulosity.

The supreme tribunal remains assembled for the space of a month, in which time it acquires the necessary and certain information as to which tribe was the first to begin the provocation and aggression. At the same time, it convokes a sufficient number of warriors of the confederation necessary for executing the decisions which it may resolve upon: and lastly, when all the information is collected, it judges and condemns the guilty tribe to be pillaged during four days.

The warriors who execute this sentence, are taken from the neutral cantons: they set off by night from the place where the grand purrah had assembled: they are all disguised, and their faces are covered with frightful masks: they are armed with poinards, and carry lighted torches; then dividing themselves into parties, between forty and sixty in number, they all unexpectedly arrive, before break of day, on the territory which is devoted to plunder, where they declaim with a terrible voice the decree of the sovereign tribunal.

Immediately on their approach, men, women, children, and aged people, fly before them: all retreat into their hovels; and if any of them are met with in the fields, streets, or other avenues, they are either killed, or carried off, after which they are never heard more of.

The products of this system of plunder are divided into two parts; one is distributed in the canton against which the aggression has been committed; the other part goes to the grand purrah, which distributes it among the warriors whom it has employed to execute its decree; and this is a reward for their zeal, fidelity, and obedience.

When any family of the tribes under the command of the purrah becomes too powerful, and excites alarm, the grand purrah assembles to deliberate on the subject, and almost always condemns it to sudden and unexpected plunder, which is executed by night, and always by warriors masked and disguised.

If the chiefs of the dangerous family are inclined to resist the mandates of their rulers, they are immediately put to death or carried off; in the latter case, they are conveyed to the extremity of one of the sacred and solitary forests, where the purrah tries them as to the fact of rebellion, and almost always after such trial they disappear for ever.

Such is a partial history of this extraordinary institution; its existence is but too well known; the effects of its power are severely felt, and it is generally dreaded; but the obscurity which envelopes its intentions, deliberations, and resolutions, is impenetrable; and it is not till the moment when a proscribed individual receives the stroke of death, that he learns he has been condemned.

The terror and alarm which this confederation excites amongst the inhabitants of the countries where it is established, and even in the neighbouring territories, is beyond the power of description.

The negroes of the bay of Sierra Leone never speak of this society without reserve and apprehension; they believe that all the members of the confederation are sorcerers; that they have communication with the devil, and can procure his accession to all their desires, without his being able to do them any injury in return.

The purrah has an interest in propagating these prejudices, by means of which it exercises an authority that no person dare dispute, and which nevertheless it very seldom abuses, though by its means it acquires respect both far and near.

It is supposed that the number of warriors initiated and belonging to the purrah, amounts to upwards of six thousand; and yet the laws, the secrets, and mysteries of this association, are religiously kept and preserved by these numerous confederates, who recognize each other, and make themselves understood by certain words and signs.

[*To be continued.*

Poetry.

THE PROPHECY OF NEREUS.

AN IMITATION OF HORACE. LIB. I. ODE XV.

SURROUNDED by his vaunting host,
As proudly from the Gallic coast,
With fragile barks across the flood,
Towards Albion's cliffs the Consul stood—
* Half-channel o'er, the favouring breeze
Was sudden lull'd, and from the seas,
Prophet of ill, lo! **NEREUS** rose,
Fate's awful secrets to disclose.
“ In evil hour this warlike band,
“ Devoted, quit their native land,
“ To meet, mid danger and mid toil,
“ The vengeance of yon hostile soil.
“ ‡ On her bold brow Minerva's crest,
“ Minerva's ægis on her breast,
“ Stern Neptune's trident in her hand,
“ See on yon rock **BRITANNIA** stand;
“ Where at her feet the subject main
“ Roars with indignant surge in vain;
“ See round her crowd her naval race,
“ Triumphant in your late disgrace.
“ ‖ Hope you across the main to fly
“ Again unmark'd by **NELSON**'s eye?
“ Say, will you tempt once more the light
“ With trophi'd Acre's godlike knight?

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* Ingrato celeres obruit otio
Ventos, ut caneret fera
Nereus fata.

† Mala ducis avi domum, &c.

‡ Jam galeam Pallas, et ægida,
Currusque et rabiem parat.

‖ Calami spicula Gnosii
Vitabis, strepitumque et celerem sequi
Ajacem, &c. &c.

"The fire of valiant Duncan brave?
"Or meet St. Vincent on the wave?
"Or, should dim mists in hazy cloud
"Your voyage inauspicious shroud;
"Should the rash vow you breath'd be crown'd,
"Ah, should you tread yon fatal ground!
"Will all your force one trophy boast
"Redeem'd from that victorious host?
"Which from your bravest bands they tore,
"With conqu'ring arm on Egypt's shore;
"Where Scotia's annals long shall tell,
"Victor in death, her Veteran fell,
"While Erin twines her laurel bough
"Round, modest Hutchinson, thy brow!
"See, his scorn'd olive thrown aside,
"Cornwallis frowns in warlike pride;
"Dreadful in arms see Moira shine,
"* The noblest of a noble line;
"See, where their patriot Monarch leads,
"From breezy hills and verdant meads
"Crowd the bold peasants wide and far
"To swell the wasted ranks of war,
"† Fierce as the wolves from Atlas' brow,
"Rush on the trembling herds below.
"‡ Not such the promise that betray'd
"Your squadrons from their native glade.
"‖ Tho' empty hopes your breast beguile,
"That Chatham's Son retir'd a while
"From Albion's councils, should delay
"Of your disgrace the fatal day:
"Lo! once again his wisdom guides
"Of Britain's arms the impetuous tides,
"In act with whelming wave to sweep
"Your scatter'd legions from the deep."

* Tydeides melior patre.

† —— Cervus uti vallis in altera
Visum parte lupum, &c.

‡ Non hoc pollicitus tuæ.

‖ Iracunda diem proferit Ilio, &c.

ODE,

WRITTEN AT EAGLEHURST, WHICH COMMANDS A VIEW OF SPITHEAD.

PROUD, o'er yon distant surge behold
  Britannia's fleet majestic ride!
Where as her flags in many a fold,
  Float high in æther's ambient tide;
    Warm courage beams from ev'ry eye,
    Stern Indignation's pulse beats high;
And, kindling at the warlike sight,
  Vengeance, with firm but temperate voice,
  Responsive to a nation's choice,
Demands the promis'd fight.

How mild the sun's meridian rays!
  How blue the heavens! how soft the breeze
That o'er the waving forest plays,
  And gently curls the rippling seas!
    But soon November's wint'ry hour,
    Arm'd with the tempest's tyrant power,
Shall rouse the clouds' embattl'd host,
  Sweep from the woods their leafy pride,
  And dash the waves infuriate tide
Against the howling coast.

So in each ship's stupendous womb,
  Now gently floating on the deep,
Peaceful, as in the silent tomb,
  The Dæmons of destruction sleep;
    But wak'd by war's terrific roar,
    Prompt o'er each desolated shore
Their hell-directed flight to urge,
  And leading slaughter's horrid train,
  With hecatombs of warriors slain
To load th' empurpl'd surge.

What tho' at haughty Gallia's chief
  The spear of vengeance Britain aims,
Shall she not mourn a people's grief,
  Their dying sons, their weeping dames?

Nor shall she with a tearless eye
Yon gallant Navy e'er descry,
Returning o'er the western flood;
For, ah! the laurel's greenest bough
That ever crown'd Victoria's brow,
Is surely ting'd with blood!

Tho' blaze the splendid fires around,
Tho' arcs of triumph proudly rise,
Tho' fame her loudest pæan sound,
And notes of conquest rend the skies;
Alone, in some sequester'd cell,
Her slaughter'd lover's funeral knell
In ev'ry shout the virgin hears:
And as the train of vict'ry flows,
More swell the widow'd matron's woes,
And faster fall her tears.

Tho' from this cliff while fancy views
Yon squadrons darken half the main,
She dress in Glory's brightest hues,
The pride of Albion's naval reign;
Yet as reflection's mirror shows
Th' attendant scene of death and woes,
Th' existing hopes of conquest cease,
She turns from war's delusive form,
To deprecate th' impending storm,
And breathes her vows for peace.

~

THE SAILOR's DIRGE.

SEW up the hammock! death has laid
Poor Jack in honour's bed;
Heave out a sigh, and lower away,
Our gallant messmate's dead.

A right true-hearted lad was he,
A seaman stout and bold;
He lov'd his friend, he lov'd his girl,
But now his heart is cold.

So long as French or Spaniard fought,
No lion was more brave;
But when he cried for quarter, none
Than Jack more free to save.

When overboard, and struggling hard
For life's dear sake, was I,
Tho' wild the waves and loud the wind,
Jack heard my piteous cry.

He ask'd no leave of paltry fear,
But swam and took me out:
Now Jack must sink, and I may swim,
So fortune veers about.

Farewell, poor Jack! tho' o'er thy head
The ocean billows roll,
Good hope that Heaven's sweet mercy there
Will find and save thy soul.

IMPROMPTU,

ON HEARING OF THE MARRIAGE OF CAPTAIN FOOTE OF THE ROYAL NAVY, WITH MISS PATTEN, OF FAREHAM, WHICH WAS SOLEMNIZED ON WEDNESDAY MORNING, AUG. 24, 1803.

MAY the union cemented on Wednesday at matin,
Be blissful, and crown'd with abundance of fruit!
May the *Foot* ever closely adhere to the *Patten*;
The *Patten* for ever stick close to the *Foot!*

And tho' *Pattens* are us'd but in moist dirty weather,
May *their* journey thro' life be *unclouded* and *clean!*
May they long *fit* each other;—and *moving* together,
May only one *sole* (soul,) be still cherish'd between.

Fareham, Hants,
August 26, 1803.

PHILO NAUTICUS.

ACCOUNT OF THE VISIT OF
HIS ROYAL HIGHNESS THE PRINCE OF WALES TO PORTSMOUTH.

(*Extracted from Mr.* MOTTLEY'S *Paper, the Hampshire Telegraph and Sussex Chronicle.*)

ON Tuesday, the 13th of September, his Royal Highness the Prince of Wales a second time honoured this town with his presence. About eleven o'clock, General Whitelocke, with his Staff, received his Highness on the road leading from Cosham. The Prince was accompanied by the Duke of Richmond, General White, Capt. Bloomfield, and Sir W. Keir. Troops lined the road all the way to Admiral Montagu's house, before which the 31st regiment of foot was drawn up, and saluted his Highness. The Prince proceeded, after remaining a few minutes at the Admiral's, to the New Sally Port, where his Highness went into the Admiral's barge, in which was hoisted the Royal Standard, accompanied by the Duke of Richmond. The following was the order of the barges, &c. that attended his Highness:—

Windsor Castle's barge, . .	Admiral Montagu. Captain Bertie.
Barge with Royal Standard,	His Royal Highness the Prince of Wales. Right Hon. Earl of Northesk. General Whitelocke.
A barge, ...	Rear-Admiral Holloway. General White. Captain Bloomfield.

Capt. Jervis, in his barge.
—— Freemantle, ditto.
—— Brisbane, ditto.
—— Parker, ditto.
—— Ascough, ditto.
—— Strachey, ditto.

Capt. Vashon, in his barge.
—— York, ditto.
—— Sotheron, ditto.
—— Irwin, ditto.
—— Burrowes, ditto.
—— Tower, ditto.

Captain E. O'Brien.

Followed by sixteen gun-boats, in two lines, manned with Sea Fencibles.

The Prince proceeded to the fleet at Spithead, which fired a royal salute at his approach, and on his going on board the Windsor Castle, that ship saluted. The Admiral's flag was then hauled down, and the Standard hoisted. Soon after the Prince was on board the Admiral's ship, a signal was made for all the Captains to come on board; and they were respectively introduced by Admiral Montagu to his Highness, and received in a manner highly gratifying to them, after which they partook, with the Prince, of an elegant cold collation. His Highness afterwards went on board the Magnificent, Captain Jervis, the ship firing a salute as he approached and left it. The yards of all the ships were manned. When his Highness left the fleet, another royal salute was fired. The Prince landed at the dockyard, and was received by Commissioner Sir C. Saxton, who conducted his Highness through all the working departments and storehouses. In the rope-house, a cable of a first-rate was laid down; and at the smithery, the men worked for a few minutes on a large anchor. The Royal William was undocked, and the Pandour docked (at low water), his Highness expressing his great satisfaction at the celerity with which that duty was performed. His Highness peculiarly examined, and extremely admired, the steam-engine, which indeed is the most complete in the kingdom. A block, entire from the rude wood, was cut by machinery worked by the engine, in his presence. His Highness then visited the Academy, and afterwards took some refreshment at the Commissioner's house. A very sumptuous dinner was prepared at Admiral Montagu's. Among those who had the honour of dining with his Highness, were the Duke of Richmond, Lord Essex, Lord C. Montagu, General White, General Whitelocke, General Avarne, Admiral Holloway, Sir Charles Saxton, Sir W. Keir, Captain Bloomfield, the Earl of Northesk, and all the Captains of ships of war at this port. His Highness supped and slept at Commissioner Sir Charles Saxton's. The following morning the Prince visited Gosport; and afterwards returned to this side of the water, and reviewed the 23d (Welch Fusileers), and the 31st regiment of foot, in Bason-field, near Kingston. Those fine regiments went through various evolutions greatly to the Prince's satisfaction, which he expressed in very warm terms through General Whitelocke. After the review, his Highness set off, in his own carriage, with the Duke of Richmond, to the Duke's seat at Goodwood, where his Highness dined. The crowds on the road, in the streets, and at the review, were immense; all emulating each other in their zeal to see his Royal Highness.

The Duke of Richmond, we are happy to observe, looked extremely well.

The following letters were transmitted according to their address:—

(GENERAL.)

SIR, *Windsor Castle, at Spithead, Sept. 15, 1803.*

The Commander in Chief feels it his duty to communicate to Rear-Admiral Holloway and the Captains of his Majesty's ships and vessels at Spithead and in Portsmouth harbour, a letter which he had the honour of receiving from Captain Bloomfield, written by command of his Royal Highness the Prince of Wales, upon his leaving Portsmouth, after reviewing the naval department. The satisfaction his Royal Highness is therein pleased to express, must be as highly flattering to the Rear-Admiral, the Captains, Officers, seamen, and marines, as it is gratifying to the Commander in Chief; and is as follows.

GEO. MONTAGU.

To Rear-Admiral Holloway, and the respective Captains of his Majesty's ships in Portsmouth harbour.

SIR, *Portsmouth, Sept.* 14, 1803.

I am commanded by the Prince of Wales to express the high satisfaction his Royal Highness experienced in his visit to the fleet yesterday. The great skill and undaunted courage which has been so brilliantly displayed by the Officers and men in all quarters of the world, render any remark from his Royal Highness superfluous, but which alone has been produced by the state of discipline and subordination so justly the admiration of all Europe. The Prince of Wales further commands me to say how sensible his Royal Highness is of yours and Admiral Holloway's attention, as well as the Captains of the fleet.

I have the honour to be, Sir,
Your most faithful and obedient servant,
Admiral Montagu. (Signed) B. BLOOMFIELD.

SIR, *Goodwood, Sept.* 13, 1803.

I am commanded by the Prince of Wales to express his admiration of the general and detailed state of the dockyard under your direction and superintendence, every branch of which has experienced your care and attention.

His Royal Highness is very sensible of your attention, and desires you and Lady Saxton to accept his thanks for the comforts he experienced at your house.

I have the honour to be, Sir,
Sir Charles Saxton, Bart. Your obedient humble servant,
&c. &c. B. BLOOMFIELD.

Gazette Letters.

ADMIRALTY-OFFICE, AUGUST 20, 1803.

Copy of a Letter from Admiral Sir John Colpoys, K. B. Commander in Chief of his Majesty's Ships and Vessels at Plymouth, to Sir Evan Nepean, Bart. dated the 16th instant.

SIR,

I ENCLOSE, for their Lordships' information, a copy of a letter from Captain Rose, of the Jamaica, giving an account of the capture of one of the enemy's small cruisers. I am, &c.

JOHN COLPOYS.

SIR, *His Majesty's Ship the Jamaica, at sea, August* 14, 1803.

I beg to acquaint you, that last night, Isle de Bas distance about seven leagues, his Majesty's ship the Jamaica captured the French cutter privateer Fanny, of two guns and twenty-four men; had been out twelve hours, and had not made any captures.

I have the honour to be, &c.
Sir John Colpoys, K. B. Admiral JONAS ROSE.
of the Blue, &c. &c. &c.

Copy of a Letter from Sir James Saumarez, K. B. Rear-Admiral of the Blue, to Sir Evan Nepean, Bart. dated on board his Majesty's Ship Diomede, at Guernsey, the 15th of August, 1803.

SIR,

I herewith enclose a letter I have this day received from Captain Mundy, of his Majesty's ship Hydra, giving an account of the capture of the French armed lugger le Favori, by the boats of the ship under his command, highly creditable to the steadiness and bravery of Lieut. Tracey and the Officers and men employed on that service, and which I request you will please to lay before my Lords Commissioners of the Admiralty. I am, &c.

JAMES SAUMAREZ.

SIR, *Hydra, off Havre de Grace, August* 1, 1803.

I have the honour of informing you, I this day succeeded in preventing the entrance of a French lugger into Havre; but being hauled close to the beach, about two miles to the westward of Tongues, I found it necessary to send the boats, under the command of Mr. Tracey, the Second Lieutenant, with Messrs. Barclay and French, Midshipmen, to endeavour to bring her off: on the near approach of our boats, the crew precipitately quitted her, and ranged themselves (in concert with a party of military,) behind the sand bank a-breast of their vessel, not half musket-shot from her, and kept up a heavy and constant fire upon our people, which the marines returned with great steadiness and soldierlike conduct; and every Officer and man doing his duty, they succeeded in bearing off their prize.

The lugger is called le Favori, pierced for four guns, but none mounted, supposed to have been thrown overboard, and appears to be a Government transport, commanded by a Lieutenant de Vaisseau. I have to regret the loss of Matthew Morfitt (seaman), who was killed in the barge.

I have the honour to be, &c.

To Sir James Saumarez, Bart. and G. MUNDY.
K. B. &c. &c. &c. Guernsey.

Copy of another Letter from Sir James Saumarez, K. B. Rear-Admiral of the Blue, to Sir Evan Nepean, Bart. dated on board his Majesty's Ship Diomede, at Guernsey, August 17, 1803.

SIR,

I beg you will please to inform my Lords Commissioners of the Admiralty, that the boats of his Majesty's ship Cerberus made an attack on the enemy's vessels in Concalle Bay, under the orders of Lieutenant Mansel, of that ship; but the coast being alarmed, they succeeded in only carrying off one large fishing vessel, leaving a sloop which they had boarded, but which unfortunately touched the ground. The same Officer succeeded better with two boats of the Cerberus, in cutting out seven fishing vessels, from sixteen to eighteen tons each, out of St. Cas Bay, which arrived here yesterday, except one of the boats, which unfortunately overset, with the loss of two men belonging to the Cerberus. I am, &c.

JA. SAUMAREZ.

ADMIRALTY-OFFICE, AUGUST 23, 1803.

Copy of a Letter from the Honourable William Cornwallis, Admiral of the Blue, &c. to Sir Evan Nepean, Bart. dated off Ushant, the 18th instant.

SIR,

I have the honour to acquaint you, for the information of the Lords Commissioners of the Admiralty, that a lugger was seen within the rocks at Ushant, which had the appearance of an armed vessel. Boats from the Ville de Paris, under the direction of Lieutenant Watt, went on the 16th, at night, and brought her out.

She is called the Messager, pierced for eight guns, has six mounted, with the owner and forty men on board, completely fitted for a two months' cruise.

Lieutenant Watt boarded her with eighteen men in a pinnace before the other boats, which had separated to look out for her, could get up. Only a few Frenchmen were wounded upon making a feeble resistance.

I have the honour to be, &c.
W. CORNWALLIS.

SIR, *Endymion, at Sea, August* 14, 1803.

I have the satisfaction to inform you that le General Moreau, a very fine French schooner privateer, of sixteen guns, and eighty-five men, was this evening captured by his Majesty's ship under my command. Le General Moreau is a perfectly new vessel, had been out only six days from Bourdeaux, and had made no captures.

I have the honour to be, &c.
CHARLES PAGET.

The Hon. Admiral Cornwallis, Admiral of the Blue, &c. &c. &c.

Copy of a Letter from the Honourable Charles Paget, Captain of his Majesty's Ship the Endymion, to Sir Evan Nepean, Bart. dated at Sea, the 14th inst.

SIR,

Herewith you will receive a copy of my letter of the above date to the Honourable Admiral Cornwallis, which I have the honour to transmit for their Lordships' information; and am, &c.

CHARLES PAGET.

ADMIRALTY-OFFICE, AUGUST 30, 1803.

Copy of a Letter from the Honourable Courtnay Boyle, Captain of his Majesty's Ship the Seaborse, to Sir Evan Nepean, Bart. dated off the Burlings, 25th of July, 1803.

SIR,

I beg you will acquaint the Lords Commissioners of the Admiralty, that his Majesty's sloop Wasp, on the 19th, by signal, chased, and was fortunate in the capture of, a French privateer, whose intention it was to keep on the skirts of the convoy. I have enclosed Captain Aylmer's letter to me, which I beg you to deliver to their Lordships.

I have the honour to be, &c.
C. BOYLE.

SIR, *His Majesty's Sloop Wasp, July* 19, 1803.

I beg leave to acquaint you, that in the execution of your orders, per signal, to look out S. W. I discovered and captured, after a chase of two hours, le Desespoir French privateer, a lugger mounting two guns, pierced for ten, commanded by Jean Delaballe, and manned with twenty-eight men; belonging to Hodierne, which she had left only three days before, and I have the satisfaction to add, had made no captures.

I have the honour to be, &c.
W. AYLMER.

Hon. Captain Boyle, his Majesty's Ship Seahorse.

ADMIRALTY-OFFICE, SEPT. 3, 1803.

Copy of a Letter from Vice-Admiral Lord Viscount Nelson, K. B. Commander in Chief of his Majesty's Ships and Vessels in the Mediterranean to Sir Evan Nepean, Bart. dated on board the Amphion, at Sea, the 17th of June, 1803.

SIR,

I herewith transmit to you, for the information of the Lords Commissioners of the Admiralty, copy of a letter from Captain Mowbray, of his Majesty's ship Maidstone, which was delivered to me by the Lieutenant sent in with the vessel therein mentioned, on the morning of the 17th instant, as the Amphion was getting under weigh from Malta. I am, &c.

NELSON & BRONTE.

His Majesty's Ship Maidstone, June 1 , 1803,
MY LORD, *fourteen leagues west from Isle Faro.*

I do myself the honour to inform you, that his Majesty's ship under my command fell in with and captured, at six this morning, a brig, in the service of the French Republic, called l'Arab, carrying eight four-pounders and fifty-eight men, commanded by Captain Mathurin Theodore Artulam. She was on her return to l'Orient from Athens.

I have the honour to be, &c.
Lord Viscount Nelson, K. B. &c. &c. R. H. MOWBRAY.
Mediterranean.

ADMIRALTY-OFFICE, SEPT. 13, 1803.

Copy of a Letter from Admiral Sir John Colpoys, K. B. Commander in Chief of his Majesty's Ships and Vessels at Plymouth, to Sir Evan Nepean, Bart. dated the 11th instant.

SIR,

I transmit you, for the information of the Lords Commissioners of the Admiralty, a letter I have received from Captain Burke, of his Majesty's sloop Sea Gull, giving an account of his having recaptured the Lord Nelson East Indiaman, after an action which seems to have done him, his Officers, and crew, much credit. I am, &c.

JOHN COLPOYS.

SIR, *His Majesty's Sloop Sea Gull, Plymouth Sound, Sept. 11, 1803.*

I have the honour to acquaint you, that, after having seen the convoy safe into Cork, on my return I saw, at one P. M. on the 25th instant, in latitude 46 deg. N. long. 12 deg. a large sail, and, after a chase of five hours, brought her to action, which lasted until daylight next morning, when I found the masts and rigging so much cut up, having the larboard, fore, and main rigging gone, lower and spring stays, all the running rigging and sails, the fore-yard shot away in the slings, with two shot between wind and water, that I was obliged to haul off to secure the masts, and replace the rigging, still keeping sight of the enemy, determined, when a little secured, to renew the action, which having done, and ~~on~~ the point of again attacking her, at half-past eight A. M. the squadron under Sir Edward Pellew hove in sight, on the advanced ship of which drawing up she struck, and proved to be the Lord Nelson East India ship, captured thirteen days before by the Bellone privateer, of thirty six guns, and three hundred and twenty men, by boarding.

It is with sincere regret I have to add, that I have on the occasion lost two valuable seamen killed, seven seamen and a marine wounded;

among the latter, I am sorry to say, is Lieutenant William Davis (Senior Lieutenant), to whose cool and steady conduct I am much indebted, as well as that of Lieutenant Weatherstone, and Mr Ellis, the Master; indeed I cannot do sufficient justice to the merits of the whole of the Officers and ship's company for their cool and determined courage. Enclosed is a list of the killed and wounded.

I have the honour to be, &c.

HENRY BURKE.

LIST OF KILLED AND WOUNDED.

Killed.—William Armstrong, Jeremiah Falls.

Wounded.—Lieutenant William Davis (slightly); William Reynolds, marine; John Thomasson, seamen; Thomas Munnell, ditto; Joseph Cragg, ditto; William Rockett, ditto; Patrick M'Donald, ditto; James Drimon, ditto; Francis Grey, ditto.

HENRY BURKE.

MONTHLY REGISTER
OF
Naval Events.

POLITICAL RETROSPECT.

" *Nothing extenuate, nor set down aught in malice.*"

AT the close of a long and arduous contest, sustained by this country with a vigour and glory of which our naval and military annals will for ever boast, a momentary calm succeeded; tired of the din of war, fondly hoping a continuance of peace, and anxious to repose beneath her shades, we ventured to suspend our political labours, and various causes have hitherto operated to prevent their re-assumption.

We have never been ambitious to distinguish ourselves by air-built speculations in politics: it has been our unvaried aim to abstain from the heated discussions of party, and to evince a specimen of that candour which ought ever to characterize the productions of the British press. Yet, as candour and impartiality are not incompatible with public spirit, or the true *amor patriæ*, we presume that a brief retrospect of the political events of the month, accompanied by such unassuming observations as may occur, will be generally acceptable to our readers. At the present momentous crisis, we flatter ourselves it will be particularly so. The war in which we are now engaged is no common war; it is not a war incurred by the folly or ambition of Ministers, for the possession of a barren island, or for the privilege of navigating an insignificant river; but it is a contest for our liberties, for our inherent rights, for our very existence as an independent nation; and we do not conceive, that there can be a single British bosom so lost in apathy as to be indifferent to the result—to be insensible of the blessings which we now enjoy, or fearless of the horrors to which, in the event of success on the part of the enemy, we must inevitably be subjected. Whether we cast a retrospective eye upon the countries which Buonaparté has subjugated, and on the known, the confessed, the *avowed* cruelties of which he has formerly been guilty; whether we contemplate his extended command, his boundless ambition, his insatiate thirst for power, or the feelings of hatred, fear, and jealousy, under which he acts, the appearance is gloomy, drear, and hopeless. On our own immediate exertions only can we depend for safety and existence.

Though we wish not to pay so ill a compliment to the understandings or information of our readers; though, last of all, we should suspect the brave supporters of our Navy of favouring, in the remotest degree, the views or wishes of the present Supreme Ruler of France; yet we wish to make no attack upon untenable ground, nor to advance an assertion which cannot be supported by proof.

In pursuance of our plan, therefore, and that there may not remain a shadow of a doubt as to the secret machinations and open insults of the enemy, even during the few short hours of peace which lately intervened, or as to the justice of the contest in which we are engaged, we shall attempt a short recital of the public acts and private conduct of Buonaparte, as far as they can be ascertained, from the signing of the memorable Treaty of Amiens, in April 1802, to the rupture of the long-pending negociation, in March 1803. To this we shall venture to subjoin a succinct but faithful statement of public events, from the recommencement of hostilities to the present period.

Exulting in the terms of the Treaty of Amiens, so advantageous to the Government of France, scarcely, as Mr. Windham observed, was the wax cold upon that instrument, when the First Consul,—for when we speak of the French Government we speak of the First Consul—commenced his literary attacks on the laws and constitution, the rights and liberties of the English. Immediately *Le Mercure de France*, a sort of demi-official print, and then edited by the Consul's brother, Joseph, made a proud display of the aggrandizement of France. The TREATY was "found to be *more advantageous, more glorious to France than the* PRELIMINARIES;" the debt of that country to Britain, for the maintainance of prisoners, was reduced; her possessions in Africa were secured; Malta, according to the French construction of the Treaty, was completely under the domination of Buonaparté; the French and their allies had gained their naval independence; they might "*one day* have *their* ACT OF

NAVIGATION;" and they had already obliged England "*to swell her expenditure*, by increasing her militia."

Even before the signing of the Definitive Treaty, by a *ruse d'etat*, and in defiance of the Treaty of Luneville, a seizure of the island of Elba took place; but this little spot was insufficient to satisfy the cravings of the Consul, and the Italian Republic, Parma, Piacenza, and Placentia, speedily followed. Europe seemed astounded at this rapid succession of events; but Europe possessed no Power sufficiently spirited or independent to resist the innovating system of plunder.

After the signing of peace with Britain, the establishment of the First Consulship for life, with the privilege of *secretly* nominating a successor, was the first important achievement of Buonaparté; and it is still firmly accredited by many, that an Imperial Crown, with the title of *Emperor of the Gauls*, was intended to complete the proud climax of greatness. Perhaps, however, this most exalted of human honours is now deferred till the conquest of England shall have taken place!—A new constitution of both church and state attended this assumption of more than regal power. Alas! the new laws were not such as would have emanated from the breast of a sage legislator, solicitous for the preservation, happiness, and glory of his people; they were the military regulations of a camp, where severity of discipline is the primary excellence. The religious code was, indeed, more artfully designed; for Buonaparté knew, or at least some of his counsellors knew, that however deeply immersed in profligacy and guilt a nation may be, still superstition will retain a strong hold on the minds of the vulgar. He was aware, in this instance, of the necessity of securing the attachment of the people; and he knew, in contradiction to the absurdly wicked theories of his predecessors—and Portalis acknowledged, and every being possessed of the common attributes of reason *must* acknowledge—that no government, however specious in its civil and criminal regulations, can possibly exist independently of an established religion. Atheism had been weighed in the balance, and was found wanting.

The *official* attacks on the respective branches of the government of this country, and particularly on the liberty of the press, that glorious *palladium* of our constitution, next indicated the envy and hatred of the First Consul. We have never considered either rashness or success as a proof of genuine courage. Rashness, when favoured by fortune, is necessarily followed by success, and will frequently obtain the meed of glory; but it is possible for a man to be very rash, and very successful, and at the same time to be wholly a stranger to the nobler virtue of courage. The heart, however, that is unpossessed of that virtue, is incapable of true greatness. Buonaparté has been apparently daring; he has been favoured by fortune; and, in his military exploits, he has been eminently successful: but we never viewed him as a hero, for he constantly evinced symptoms of being actuated by the meaner passions of jealousy and fear As a general, a glare of unreal splendour formed a transient halo for his brow; but the meteor-like appearance has been long dispersed, and, as a legislator or a ruler, he has never displayed the humblest talents of mediocrity. This is not the ebullition of prejudice, but result from a minute investigation of his character. It was this jealousy, and this fear, which prompted, first the insidious, and then the enfuriated libels against every thing great and estimable in our island, that, day after day, and week after week, disgraced the columns of *The Moniteur*. Buonaparté had annihilated the liberties of France, and he was anxious to reduce Britain to the same deplorable level. Ministers were sedulously anxious—perhaps too sedulously anxious—for the preservation of peace, and evinced the utmost willingness of concession, as far as honour would permit; but they chose not to sacrifice the unalienable rights of the people; and the truly eloquent defence of the British press, by Lord Hawkesbury *, in reply to a remonstrance from M. Otto, reflects the brightest lustre on the talents and conduct of that statesman.

It is well, said Shakespeare, to possess the strength of a giant, but not to use it like a giant. In the final subjugation of the unfortunate Swiss, however, Buonaparté thought otherwise. They were *free* and *happy*, consequently not on an *equality* with Frenchmen. Britain remonstrated in their favour; but the fiat of the Chief Consul had been issued, and her remonstrance was of no avail.

Firmly fixed in his designs on the future possession of Egypt, the island of Malta was regarded by Buonaparté as an important object; and, bending the *spirit* of the Treaty of Amiens to its *letter*, no artifice was omitted whereby to obtain it. Sebastiani, too, one of the Consul's commercial spies—rather term them incendiaries—was unwearied in his efforts to tarnish the honour of the British character throughout the dominions of the Porte, while his resident agents in this country were as anxious to afford every species of information which could tend to our ultimate ruin. Respecting the mission of Sebastiani, we blush for the Consul, when we think of the paltry subterfuge to which he was reduced when defending it †.

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* *Vide* the Official Papers of the late Negociation.

† The defence was, that Sebastiani's mission was for the purpose of refuting the *calumnies* and *false* assertions of Sir Robert Wilson, though it is known, that Sebastiani's journey was nearly completed before Sir Robert Wilson's book had seen the light.

Formidable preparations in the sea-ports of France, during a time of profound peace, gave the first serious alarm to Ministers.—the result has proved with what justice. "Seeing what we have seen, and seeing what we now see," it is scarcely straining the point too far, to suppose the First Consul of France at the bottom of the late insurrection in Ireland; and this, too, when in the boasted "relations of peace and amity" with our Government. At present, however, this is only presumptive; time has not yet verified the supposition, and it is our wish to dwell only upon facts. Enough of these appear, to convince the most sceptical of the perfidious baseness of the enemy, of the justice of our cause, and of the necessity of vigorous exertion.

We have thus attempted a rapid sketch of the more prominent political occurrences which have presented themselves, from the signing of the Definitive Treaty of Peace to the recommencement of hostilities: in our next, it is intended to trace subsequent events down to the present period.

PLYMOUTH REPORT,

FROM AUGUST 4 TO SEPTEMBER 14.

August 4. Came in a most beautiful French corvette, of 20 long nine pounders, and 120 men, called l'Atalante, out six days from Bourdeaux, and had not made any prizes. She chased the Plantagenet, of 74 guns, Capt. Hammond, who took her, some time, and when she came within pistol shot, Captain Hammond soon convinced her of her mistake, by firing a gun at her to bring her to, when she struck. The fact was the French Captain, on delivering up his sword, told Captain Hammond he had taken the Plantagenet, being without a poop, for an English East Indiaman. This happened in the night of the 30th ult. L'Atalante, a few nights previous to being captured, fell in with and was chased by la Rosarie, of 20 guns, Captain Mounsey, S.W. of the Lizard, and would have been then taken, but by bringing her stern chasers to bear on la Rosarie, she kept up a running action, shot away her top mast, disabled her rigging and sails, and got off. By a vessel arrived from Jersey this morning, which left that place on Friday last, it appears that accounts have been received there, that the French were in great force at St. Maloes and Granville, that fifty thousand troops were embarking, and their destination stated to be for an attack on Guernsey and Jersey; in consequence of which, the troops and inhabitants of those islands made immediate preparation, and are in a state of readiness to give them a warm reception, in the event of an attempt; but it is apprehended that the destination of these troops is not for those islands. The Victorieuse, of 16 guns, Capt Richards, arrived here this morning from Gibraltar with dispatches, which she received from Capt Barlow, of his Majesty's ship Triumph, of 74 guns, having been dispatched from Lord [illegible] for the purpose; the dispatches were sent off immediately for London by express, and the rumour states that they are of importance. The Victorieuse has detained and brought in with her the American ship Alexander Hodgson, Captain [illegible]ndyke, from Batavia, laden with a very valuable cargo, said to be bound [illegible]; both ships are under quarantine. The Doris, of 36 guns, Captain [illegible], had arrived at Gibraltar with two very valuable French prizes, and was [illegible] expected to sail with them for England. The [illegible], of [illegible] guns, sailed [illegible] the Sound this morning, but before she had cleared the port, she was called back by signal.

6. Came in a Danish brig from the West Indies, detained by the Hazard, of 18 guns, Captain Neve, who has with her as a tender, her prize, a French brig

privateer, of 16 guns, and 75 men. The Impetueux, of 84 guns, Captain F. B. Martin, fitting for sea in Hamoaze, is now reported ready for sea, she goes down the harbour to-morrow. Came in the Endymion, of 44 guns, Hon Captain Paget, to land her numerous prisoners, as she has near three hundred on board from her various captures. Came in a brig, from Leghorn to London, with hemp, marble, and oil; was taken by the same French privateer which captured the Catharine and Mary, Captain Goodall; she was retaken by the Hazard, of 18 guns, Captain Neve. The French privateer escaped by dint of sailing. Came in an American brig, from Havre to London, detained and sent in by the Diamond, of 36 guns. The crew of the Neptune, of 98 guns, Captain Drury, now in dock, are divided and turned over to the Spencer, of 74 guns, Majestic, of 74 guns, and Impetueux, of 84 guns, which, it is said, will take on board the 9th regiment of foot, for Ireland.

8. Went into dock to be overhauled, and it is said to be fitted for floating batteries, the old Medway, of 60 guns and Rippon, of 60 guns; they will be fitted for this purpose, and stationed at the entrance of Hamoaze.

10. Letters from Jersey state, that two large Domingomen, of 700 tons each, and very valuable had been sent in there by two Guernsey privateers. Came in three West Indiamen, which had run it from Jamaica. A fleet of seventy-six sail, under convoy of a line of battle ship and two frigates, sailed from Jamaica about four weeks since: a part had separated in a violent gale of wind. The Defiance, of 74 guns, Captain P. C. Durham, in Cawsand Bay, from Spithead, is to be paid before she joins the Channel Fleet. Went into Cawsand Bay, the Impetueux, of 84 guns, Captain T. B. Martin; she is fully manned, and sails as soon as she is paid; she received 187 men from the Neptune, of 98 guns, Captain O. B. Drury, which completes her ship's company. Went into Cawsand Bay, on her way to Liverpool, where she is to be stationed as a guard-ship, being completely fitted for that purpose, the Trent, of 36 guns: she sails as soon as she is paid. Sailed with dispatches for Admiral Cornwallis, off Brest, the Rambler, of 18 guns, Captain Innes. Put back, but sailed again directly, the Endymion, of 44 guns, Captain C. Paget, on a cruize to the westward. Came in, three more of the missing Jamaica ships, for London, which parted company in a gale of wind with some others, who sailed at the same time; one of them has painted on her stern, Mary, of London. Sailed la Flêche, of 14 guns, Captain Digby, on a cruise: she is completely fitted for sea. The Autumn, of 16 guns, Captain Jackson, which arrived from the coast of France, brings nothing particularly new or interesting. There seems to be a great deal of activity along the coast among the gun-boats. Captain Wolfe, and the officers of l'Aigle, of 44 guns, who were so honourably acquitted at Dorchester Assizes, of the murder of a marine in the Isle of Portland, having joined their ship at this port, l'Aigle sailed on a cruise to the westward. Came in a French brig from St. Domingo, taken by la Pique, of 44 guns, who was in sight of and chasing nine sail of the above description. Passed up, nine sail of ships from Jamaica, after a fine passage of six weeks.

13. Arrived the Venerable man of war from a cruise. Sailed the Impetueux man of war, and Sirius frigate, on a cruise; and Speedwell cutter, with a fleet to the westward.

15. Sailed on a cruise the Seagull, of 18 guns, to the westward of Ushant. By an order from the Transport Board, a cartel has been ordered to be fitted up for those French ladies who wish to go to France, and on Saturday last thirty ladies and 40 French gentlemen and their ladies were embarked on board her betwixt the island and the main, and sailed for St. Maloes directly; two ladies remain in the Mill Prison with their husbands, who are not yet sufficiently recovered to be removed. Sailed for Bristol, with a convoy, the Speedwell, of 14 guns. The Hawke privateer, of 20 guns, which came in on Wednesday, had her men pressed in the Channel by a man of war, but they were all restored to her by order of Admiral Colpoys, K. B. Admiral of this port. Sailed on a cruise the Sirius of 36 guns, Captain Prowse: she is victualled for four months. Captain Prowse's share of prize money for the Sirius since the war, is estimated at 30,000l.—Three P. M. There are now nearly hull down, in the offing, seve-

ral large ships; it is hoped they may be part of the homeward Jamaica fleet dispersed in a gale of wind, with the Goliath, of 74 guns, and Calypso, of 16 guns, off the Western Isles, on the 30th ult. in lat. 44. long. 32. Came in four coasters from the Downs, without convoy. By the Venerable, of 74 guns, which arrived on Saturday, is learnt, that the French squadron in the Outer Road are daily manœuvering both ships and men in handling and furling sails, exercising great guns and small arms, &c.

16. Sailed for Cork, as a guardship, the Thunderer, of 74 guns, Captain Bedford: she will, with a small squadron of frigates, sloops of war, and cutters, occasionally cruise on and off the coast in various directions, to the westward of Ireland, to intercept any vessels which might be attempted to convey treasonable intelligence by means of the enemy's small and numerous cruisers. The Trent's destination is also changed, and she sailed to lie as a receiving ship at Cork, under the orders of Admiral Lord Gardner. Made signals to go, and went into Cawsand Bay, the Spencer, of 74 guns, Hon. Captain Stopford, and Majestic, of 74 guns, Right Hon. Lord A. Beauclerk. They will soon join the Channel fleet. Came in, after a long cruise of nine weeks, the privateer sloop, Robert and Grace, of 10 guns and 45 men, Captain Vavasour.

17. Arrived the Jamaica frigate from a cruise, with a French cutter privateer; Dreadnought man of war, from a cruise; and the Ranger cutter, with a fleet from the Downs. Sailed the Jamaica frigate, Defiance and Spencer men of war, on a cruise.

20. Arrived the Maria, of Hamburgh, from the Havannah, sent in by la Loire frigate, and the General Moreau privateer, of 14 guns, taken by the Endymion frigate. Sailed the Resolution and Diligence cutters, with eleven sail of Dutch prizes and other vessels, for London. Arrived the Pheasant sloop of war, from Halifax; Plover sloop of war, and Eagle cutter, on a cruise. Arrived the Venerable, of 74 guns, from the Channel fleet. Sailed the Majestic, of 74 guns, to join the Channel fleet.

21. By a cutter, which arrived yesterday from Jersey, with French prisoners, we learn, that Guernsey and that island are in a high state of defence, and their privateers so successful, that Sir James Saumarez does not keep the prisoners in the islands, but sends them off immediasely for England, lest they should become too numerous. A Guernsey vessel is just gone up Channel with a Dutch Indiaman and a large French sloop both her prizes. Came in from the fleet off Brest, the Dreadnought, of 98 guns, to refit; she came to in Cawsand Bay. Sailed to join the in-shore squadron off Brest, and with fresh vegetables and live cattle, the Defiance, of 74 guns, Captain P. C. Durham. Sailed also for the same purpose, and with the same cargo, the Spitfire, of 74 guns, Hon. Captain Stopford. Sailed also on a cruise, the Jamaica, of 26 guns, Captain Strachey. Came to off the Sound, but did not make any number, though she had several signals flying, a man of war brig; after laying to for an hour she hauled down her signals, and stood directly to the southward. Came in from seeing her convoy safe off Falmouth, the Plover, of 18 guns, Captain Hancock. Sailed for the River all the Dutch East Indiamen (droits of Admiralty) captured before the declaration of war against Holland, under convoy of the Resolution, of 18 guns, and Diligence, of 14 guns: in turning out of the Sound, the latter was run foul of by an East Indiaman, which carried away her bowsprit, therefore she returned to Catwater to refit, and wait the next convoy. The next line of battle ship to come down the harbour, and go into Cawsand Bay, is the Northumberland, of 74 guns, the Hon. Captain Cochrane.

22. The Neptune, of 98 guns, Captain O. W. Drury, now in dock to have her bottom examined, will be out in a tide or two. Her crew that are on board the hulks will of course return to her, but the greater part being turned over to other ships at sea, will retard her joining the Channel fleet. The Assault, of 14 guns, Lieut. Kentish, fitting for sea in Hamoaze, will be soon ready for sea. The Boxer, of 12 guns, Lieut. Price; Childers, of 14 guns, Captain Sir W. Bolton; Fisgard, of 48 guns, Captain Lord M. Kerr; la Flèche, of 16 guns, Captain G. Digby; Fearless, of 14 guns, Lieut. Williams; Grappler, of 14 guns, Lieut. A. Thomas; Hecate, of 14 guns, Lieut. Parsons; Indefatigable, of 44

guns, Captain G. Maine; Northumberland, of 74 guns, Hon. Captain A. Cochrane; Nimrod, of 18 guns, Captain O'Neil; la Suffisante, of 14 guns, Captain Heathcote; Seaflower brig, of 16 guns, Lieut. W. F. Owen; la Trompeuse, of 18 guns, Captain Godwin, are, as well as the Assault, getting on fast; but volunteer seamen and landmen prefer frigates and sloops of war to ships of the line. The Foudroyant, of 84 guns, Captain Spicer, is fitting for a flag-ship. The St. Josef, of 112 guns, and the Prince, of 98 guns, complete the list of ships fitting for sea in Hamoaze. The men of war in dock are also repairing as fast as the pressure of the times will permit. There are now nearly ready for sea at this port (the sole property of T. Lockyer, Esq.) two of the most beautiful letters of marque that will be sent from any port in the United Imperial Kingdoms of England and Ireland: the one, the ship Pretty Lass, 270 tons, mounts 16 six-pounders, and 4 forty-two-pound brass carronades, commanded by Alexander Ferguson: the other, the brig Lady Charlotte, 130 tons, mounts 6 eighteen-pounders, 6 twelve-pounders, and 2 forty-two pound carronades, commanded by F. J. Withers, both coppered: when ready for sea, they are to sail as consorts in company, and, it is to be hoped, a successful and prosperous voyage, for the benefit of the spirited owner, Mr. T. Lockyer. Sailed with live-stock and vegetables for the fleet off Brest, the Dreadnought, of 98 guns, Captain Brace. Came in with dispatches from Halifax, the Pheasant, of 18 guns, Captain Carew: she left the settlement all well, and Vice-Admiral Sir A. Mitchell, K. B. and squadron.

24. Arrived the Sylph sloop of war from a cruise, and brought in with her a very fine smuggling cutter, called the Fly, of Guernsey, Robert Phillips master, from that place, laden with about 900 casks of spirits, which vessel she captured off the Lizard, after a smart chace.

25. Came in a large ship, tender, full of men, from the eastward. She went directly up Hamoaze to discharge them on board the Resolue slop ship, Lieutenant Nicholas (after being fumigated and slopped with new cloaths), previous to their being sent on board the flag ship Salvador del Mundo, of 112 guns, Admiral Sir J. Colpoys, K. B. in Hamoaze. Rear-Admiral Dacres has shifted his flag in Hamoaze since her sailing, from the Spencer, of 74 guns, Hon. Captain Stopford, to the Foudroyant, of 84 guns, Captain Spicer, fitting for sea for an Admiral's flag.

27. The Ardent, of 64 guns, Captain Winthrop, arrived from the Channel fleet. The blue flag has been flying all day at Maker Tower and Red Whiff, at the eastern arm, by the fishing boats; it is said to be the West India and Cork fleets. The Ardent fell in with, and convoyed here off this port, an English Indiaman, homeward-bound. Came in the Ardent, transport brig, with men for the fleet. Went down the harbour, and directly to sea, the Pickle, of 14 guns, Lieutenant Lafontaine. Came in a deeply laden French brig, from the Banks of Newfoundland, with fish, &c. for Croisic, prize to the Culloden, of 74 guns, Captain Dacres, one of the look-out squadron off Brest. Came into the Sound to refit, the Hydra, of 38 guns, Captain Mundy, left Rear-Admiral Sir James Saumarez, K. B. and his squadron all well, a few days since. The Sylph, of 14 guns, Captain Goate, came in yesterday with a large smuggling cutter, having on board 970 ankers of spirits.

30. Sailed, with live cattle and fresh vegetables for the squadron off Brest and off the Black Rocks, the Ardent, of 64 guns, Captain Winthrop, after having new set up her rigging, and payed yards and top masts in Cawsand Bay: previous to her return here to refit, she was with the squadron off the Black Rocks fourteen weeks. Went down the harbour, being completely fitted for sea, la Trompeuse, of 16 guns, Captain Godwin; she came to in the Sound to wait for orders. All the small vessels, particularly the gun brigs, and those with sliding keels, are ordered to be got ready as fast as possible, as they are from their easy draught of water fit for the defence of a line of coast, the entrance of rivers, &c. &c. Came in the Ardent, a transport, with seamen and landmen for the fleet, from the Irish Channel; she goes up Hamoaze next tide. Vice-Admiral Sir Charles Pole, Bart. President of the Board of Naval Commissioners instituted, by Act of Parliament, to inquire into all naval abuses whatso-

ever, and the rest of the Board, are arrived at Dock; they proceed directly to examine the Dock Yard, Victualling Office, South Down Brewery, and the Royal Naval Hospital, to make such necessary inquiries, and reform such abuses, as may appear to them fit and necessary, and for the good of his Majesty's service.

31. Sailed to join the Channel fleet, and on a cruise; the Ardent of 64 guns; Clara, of 38 guns; Trompeuse, of 18 guns; and Peterell, of 18 guns. This afternoon arrived the Atalanta, of 18 guns, Captain Masefield, from Oporto; she went into Hamoaze immediately. Came in the Porsground, H. M. Hales, master, from Porsground, for the dock yard, with naval stores.

September 1. The Charwell, of 16 guns, Captain Dumaresque, which came in a few days since, having been ashore on some rocks on the coast of France, and obliged to throw all her guns overboard to lighten her, that she might float off with the rising tide, is in Hamoaze, and of course will go into dock to have some of her copper stripped to be examined. Sailed the Peterell, of 16 guns, Captain Lamborn, with a convoy to the eastward. Came in from Guernsey, a cutter with French prisoners, which were landed in Mill Bay. The master reports that great preparations were making on the French coast for the invasion of those islands; but the islanders were alert, and in the most perfect state of defence. Sailed the Hydra, of 38 guns, Captain Geo. Mundy, having refitted in the Sound, to join Rear-Admiral Sir J. Saumarez, K. B. and his Squadron off Jersey.

4. Went up Hamoaze, the Pheasant sloop of war, Captain Carew. Came in from a cruise, and went into Barnpool to refit, the Atalante, Captain Masefield. Went down from Hamoaze the Childers, of 16 guns, Captain Sir W. Boulton, has been refitted in Hamoaze; she is to wait for orders. Came in from a long but unsuccessful cruise, the Lord Nelson letter of marque, 10 guns, Captain Croute; she has been absent a six week's cruise, but did not see any thing she could make a prize of, as neutrals since the war are in general too well covered with papers of all sorts for all nations, to be meddled with. Sailed for Havre de Grace and Bourdeaux, an American ship, with twelve French ladies and gentlemen, who had been sick, and stayed here till recovered; they were passengers from Martinique, and were highly pleased with the humanity and attention shewn them whilst they were unwell.

5. Came in a large Danish ship with timber for the yard; and long expected, as well as much wanted, two ship tenders from Greenock, Londonderry, and Belfast, full of men. seamen and landmen, for the fleet; they will be this afternoon sent on board the slop ship to be examined, and then, after being cleansed and furnished with new slop cloathing, sent on board the flag ship for distribution among the different men of war fitting out in Hamoaze. Sailed the Dragon, of 74 guns, to join the Channel fleet, and the Childers sloop of war, with dispatches for Malta.

6. Came in express, with dispatches from Rear-Admiral Campbell's squadron, which she left off Cadiz a few days since, all well, the Fox cutter ([illegible]) Lieutenant Nicholson; all the tars are wishing for a lick, as they call it, at the Spanish galleons before they get home safe. Lieutenant Nicholson passed on his passage upwards of twenty sail of Spanish South-Sea men, from Buenos Ayres, and other ports in South America, all richly laden, bound for Cadiz, Ferrol, Passage, and other ports in Spain, that had there been a war, he does not doubt but his share of prize money alone would have amounted to 100,000l.

7. Came in, and went up Hamoaze, full of seamen and landmen for the fleet, a large brig tender. The American brig, which sailed on Saturday last for Havre de Grace, is brought back by one of the cutters, and is now at anchor in the Sound. After her sailing from hence information was given to Admiral Sir J. Colpoys, K. B. Commander in Chief, &c. of his Majesty's ships and vessels at this port, of a French Pilot who was in our service, being secreted on board, for the purpose of conveying to France what intelligence, in his capacity as pilot to the ship he belonged to, he had gleaned, either with respect to soundings of our coast, bearings, distances, and the state of the force at this port. With the proper officers, and a warrant from a justice of the peace, the vessel was boarded and searched, the American Captain offering to take his oath, if such a person

was concealed on board his vessel, he did not know a syllable of the business, and he was sure hid without his privity or consent. After opening several concealed places, and searching the ship very narrowly, the French pilot was fortunately discovered under a scuttle, lying at full length, and immediately secured, and the vessel detained till an examination took place at Dock before the Rev. Justice Williams, which occurred yesterday, when the American Captain took his oath he knew nothing of the circumstance. The Dragon, of 74 guns, Captain Griffiths, sailed this morning to join the squadron of observation off the Black Rocks. She carried out plenty of vegetables and twenty live bullocks for the whole fleet. Came in from a cruise, and came to in the Sound, the Naiad, of 38 guns, Captain Wallis. Sailed for Portsmouth, to join the convoy collecting there for the Mediterranean, the Childers, of 16 guns, Captain Sir W. Bolton, Bart. Came in from the fleet, the Conqueror, of 74 guns, Captain T. Louis, to refit. Several more line of battle ships are expected, as they are occasionally relieved by ships which have been refitting.

8. Went down into the Sound, having been refitted, the Acasta, of 38 guns, to shew the promptitude, exactness, and punctuality of the Plymouth agents, &c. for prizes here. each seaman received 30s. per man, part payment and proportion of their share for amount of her prizes sold a few days since. That beautiful French frigate, la Francaise, of 44 guns, prize to the Minotaur, of 74 guns, Captain Mansfield; Thunderer, of 74 guns; and Albion, of 74 guns, is gone into the dock lately occupied by the Fisgard, of 48 guns, Captain Lord M. Kerr, to be, what is called in the language of the dock yard, tasked, to see if her timbers are sound, and whether she be fit for his Majesty's service. Went into dock to be repaired that fine sloop of war the Arab, of 20 guns. Sailed to the westward, on a cruise, l'Imperieuse, of 44 guns, Captain H. Hotham.

10. Arrived the Minotaur, of 74 guns, from the Channel fleet; the Hazard, of 18 guns, from a cruise; and the Resolution, Captain George Mason, from Guernsey, laden with coffee, cotton, &c. for Bristol. Sailed the Speedwell cutter, of 14 guns, with a fleet for Ireland; the Acasta, of 44 guns, on a cruise; and the Boxer and Aimwell gun brigs, with a fleet for the Downs. Came in the Thomas and John privateer, of this port, from an unsuccessful cruise. About a fortnight since she fell in with an English East Indiaman much disabled, which had been captured, after a smart action, by a French privateer, and was afterwards retaken by an English sloop of war.

11. The Suffisante, of 16 guns, just refitted, is to wait for orders in the Sound. Sailed one of the large gun-brigs just got ready for sea, for Jersey; she has a sliding keel. Orders have been received for a return of the large vessels and boats in this port, and its dependencies, with the dimensions, tonnage and stowage, depth and breadth, to be made to the Port-Admiral Sir John Colpoys, K. B and what size guns or carronades they are capable of carrying with effect, for service; as it is the intention of Government to exercise the Sea Fencibles on board of them. that in case of invasion they may be ready to act offensively aswell as defensively.

12. A large schooner French privateer, of 18 guns, and a lugger of 8 guns, have been cruising coastwise all last week, close in with the land from the Deadman to Mount's Bay: the Lizard telegraph at last discovered them, and by making the signal of an enemy. some coasters escaped into Mount's Bay. The Anna Maria, of Bridgewater, Hall, master from Neath, with timber, for London, saw the signal, and immediately ran into Mount's Road: but the master and crew of the Good Intent, from Shields, which was captured on Friday, just escaped in their boats a few minutes before the lugger came along side and boarded the Good Intent. At that time (two P. M.) there was a ship standing eastward and three sloops standing westward, within three leagues of the enemy, and the wind fair for France, N. N. E. It is hoped our cruisers, when they stand in shore, will pick them up before they leave the coast of Cornwall with their prizes. Came down, after being refitted since her return from Halifax, the Pheasant, of 16 guns, Captain H. Carew; she is ordered to Portsmouth, it is said, to carry out dispatches to some foreign station. Remain in Cawsand Bay, Majestic, of 74 guns, Captain Lord A. Beauclerk; Conqueror, of 74 guns,

Captain T. Louis; Indefatigable, of 44 guns, Captain G. Moore. In the Barnpool, the Naiad, of 38 guns, Captain Wallis; Suffisante, of 14 guns, Captain Heathcote; and Atalante, of 16 guns, Captain Maysfield. In the Sound, two cutters.

13. Came in the Spartiate, of 84 guns, Captain Manby, to refit; also went up Hamoaze, a cutter. Went down from Hamoaze into the Sound, ready for sea, the Fisgard of 48 guns, Captain Lord Mark Kerr, to wait for orders.

14. Within a short period of the Lord Nelson's having been captured and taken possession of by la Bellone, the latter having put on board Lieutenant Fougie and 42 men, a British cruiser bore down: la Bellone drew her off from the prize, which was ordered for Corunna: the Lord Nelson was then left by herself, when a cutter privateer, of 14 six pounders, bore down and began a smart action, in a very gallant style, for nearly an hour, hauled off to refit and trim her sails, and then honourably bore down on her starboard quarter again and puzzled the Lord Nelson; but her bringing some of her 24-pounders to bear on the cutter, she was reluctantly obliged to haul her wind and make sail. The French prize master, who, by the bye, is a perfect officer and gentleman, was highly delighted with the privateer's boldness and gallantry. In the course of another day she was dogged by a small hired cutter of 12 four pounders, which left her, and fell in with the Seagull, of 18 guns, Captain H. Burke, and informed him what course this ship was steering, who made sail for the Spanish coast, and fell in with her on the 27th ult. and fought her most gallantly; but at last was so disabled as well as the Indiaman, as to haul off to refit. Lieutenant Fougie, the French prize-master, having expended all his cartridges, very politely told Captain P. of the Lord Nelson, that he would surrender the ship to him and the Seagull when she bore down again; in the mean time the French seamen had filled more cartridges for further resistance, but some ships appearing in sight, the Seagull made the private signal, which was answered, when they soon bore down; and Lieutenant F. the French prize master, having struck his colours to the Seagull, was boarded by one of the men of war; the Tonnant, of 84 guns, being also in sight, Corunna only six leagues off. The Seagull had three men killed and five wounded in the action.

PORTSMOUTH REPORT,

FROM AUGUST 7 TO SEPTEMBER 14.

August 7. A letter has been received from an officer late of la Minerve, which states, that Captain Brenton, the officers and crew, were all well at Cherbourg on the 25th ult. that they were treated in the kindest manner, but daily expected to be marched up the country. All vessels employed in the coal trade are to be armed, by the direction of Government, subject to certain rules and regulations with respect to the number of guns, the time of sailing, and the inspection of naval officers. We are favoured with the following extract of a letter received from on board the Centaur, at Barbadoes:— 'The Cyane is just arrived with two French transports, with 375 troops, and a quantity of ordnance stores on board, for Martinico. On the 14th of June arrived here the Chichester store ship, Captain Spear, with the Royals on board, in twenty-seven days from Spithead. The sixteen transports which are arrived at the Motherbank from Alexandria, Malta, and Gibraltar, have brought home the 8th, 23d, 25th, and 48th regiments, and the 26th dragoons. They have been about five months from Alexandria, three from Malta and six weeks from Gibraltar. An order was received yesterday morning, for the officers and artificers of the Dock-yard not to attend their duty to day.

9. Arrived the Ranger cutter with a convoy from the Downs.

10. The Millbrook schooner is expected to sail to-morrow with the ships to the eastward.

11. Arrived the Alert French privateer, prize to the Amelia frigate; and the Verona, prize to the Egyptienne frigate. Sailed the Revolutionaire, of 44 guns,

Captain Lock, on a cruise; Euryalus, of 36 guns, Hon. Captain Blackwood, to lie as guardship at Lymington; Starling gun vessel, Lieutenant Guyon, on a cruize; and the Millbrook schooner, Lieutenant Starck, with fifty sail of vessels under convoy for the Downs. Went out of harbour the Tromp, of 54 guns, Captain Norway; she is fitted for an hospital ship, for the North Sea station. Arrived the Liberty, of 16 guns, Lieutenant Courtney, from Jersey.

12. His Majesty's ship Amelia has captured and sent into this port l'Alert French lugger privateer, of 4 guns, and 27 men, and was left in chase of two others about mid channel between the Isle of Wight and Cape la Hogue. Sailed the Millbrook schooner, with a large fleet under convoy for the Downs.

13. A letter of July 9, 1803, from an officer of the Superb, dated two miles from Toulon, states that they have been cruising off that port two months. The squadron consisted of the Kent, Donnegal, Superb, Triumph, Monmouth, Gibraltar, Agincourt, Belleisle, Renown; the Medusa and Amphion frigates; Termagant sloop, and Weasel brig. They were every day within two miles of the enemy's fleet, which consisted of eight sail of the line, and five frigates ready for sea, under the command of Dacres, the well known hero of the Guillaume Tell. Arrived the Martha West-Indiaman, retaken by la Pique, Captain Cumberland; a smuggler taken by the Minerve cutter; l'Alert, lugger privateer, prize to the Amelia, Lord Proby; and the Friendship galliot, laden with iron, from Havre de Grace, detained by the Antelope cutter, Captain Case.

15. Arrived the Peterell sloop of war, Captain Lamborn, with a convoy, from the Downs. Last night arrived the Argo, of 44 guns, Captain Hallowell, with dispatches, containing an account of the capture of the Island of Tobago, which Captain Hallowell landed, and set off for London. Sailed the Orpheus, of 32 guns, Captain Hill, with a convoy for Newfoundland and Halifax. This morning their Royal Highnesses the Dukes of York and Cambridge, and suite, went on board the Britannia, of 110 guns, Captain the Earl of Northesk, lying in the harbour; after which they surveyed the dock-yard, and set off for Oatlands.

16. Arrived the Amelia frigate from a cruise, and Perseverance (cartel) from France.

17. Arrived the Admiral Alpin East-Indiaman, and several other outward-bound vessels from the Downs.

18. Sailed the Amelia frigate on a cruise. Wind S. S. W.

20. Went out of harbour the Tribune frigate. Passed by the Charlotte from Jamaica, and several other homeward bound West-India ships, for London.

21. His Majesty's ship Britannia, of 110 guns, Captain Lord Northesk Commander, is gone out of the harbour to Spithead. The following detained neutral ships have been released, and sailed, viz. Superior, American ship, for Ostend; Jan Isaac. Beauman, for Embden; Herman and Thessuld, for Bremen. Captain Richard Stephens, at this port, has fitted his remarkably fast sailing smack, the Ant, with six guns and a number of small arms, and offered her to the Port-Admiral, to go any where in the British or Irish Channels, upon any service requiring a fast-sailing vessel, without any expense to Government; to go himself Captain, and to have a crew from the Sea Fencibles, when an emergency may require the vessel.

25. Arrived the Nimble cutter, with a fleet under convoy from Guernsey and Jersey. Sailed the Romney man of war, with the East Indiamen, ships for the South Seas, &c. and Peterell sloop of war on a cruise.

26. Arrived the Goliath, of 74 guns, Captain Brisbane, from the West Indies, last from the Downs. She has made the signal to come into harbour. The officers of the Goliath confirm the account of the loss of the Calypso sloop of war, Capt. Venour, on the 30th ult. by one of the convoy running foul of her. Every soul on board perished. Arrived the Euryalus, of 30 guns, Hon. Captain Blackwood.

27. Arrived the Charlotte schooner, from a cruise, with the Manley sloop, laden with spirits. Arrived the Harriet, Coffin, for the South Seas, and several other outward-bound vessels from the Downs. Came into harbour, the Goliath man of war. Wind variable.

28. Sailed the Romney man of war, with a fleet under convoy for the East Indies, South Seas, &c ; and the Charlotte schooner, with a fleet for the Downs. The Decade frigate, Captain Rutherford, has sent into this port the Fortunée galliott, laden with salt, captured off Havre ; and this morning the Charlotte schooner, Lieutenant Alt, sent in the Mary, of Rye, laden with 600 tubs of brandy.

29. Sailed the Romney, of 50 guns, Captain Brown, with the Amiral Aplin, for Madras ; Georgiana packet, for India ; and several vessels for the South Seas, and the coast of Guinea, under convoy. The Romney will see those ships to a certain latitude, afterwards run down the coast of Guinea, and then proceed to Barbadoes. Sailed the Euryalus, of 36 guns, Hon. Captain Blackwood, on a cruise. Arrived the Starling gun-vessel, Lieutenant Guyen, from a cruise. An order was received yesterday (Sunday) at the victualling office, to victual her for foreign service.

30. Arrived his Majesty's ship Amazon, of 38 guns, Captain Parker, from Lisbon, and remains with his Majesty's fleet as per last. Wind N. N. E. and moderate.

September 2. Arrived the Pylades, of 16 guns, Captain Burrowes, from the coast of Africa. Sailed the Argo, of 44 guns, Captain Hallowell, on a cruise. The Nimble cutter, Lieutenant Coghlan, has the signal flying for a convoy to Guernsey. The Pegasus, armed *en flute*, Captain Pengelly, has taken French prisoners on board for the Downs, where they will be landed, and march to Norman Cross. Arrived the Amazon, of 36 guns, Captain Parker, from Lisbon.

3. Arrived the Revolutionaire, of 44 guns, Captain Hall, with a convoy from Cork. Went out of harbour the Excellent, of 74 guns, Captain Sotheron.

5. Arrived the Wasp sloop of war, with a fleet under her convoy, from the Downs.

6. The Excellent, of 74 guns, Captain Sotheron, is ordered to victual for foreign service, supposed for the Mediterranean. She will previously relieve the magnificent, Captain Jervis, at St. Helen's, which is come to Spithead to be paid wages.

8. Arrived the Lark sloop of war, Captain Tower, from the Downs ; and the Starling gun-vessel, Lieutenant Guyen, from a cruise. Sailed the Revolutionaire, of 44 guns, with dispatches for Guernsey. Remains at St. Helen's, the Magnificent, of 74 guns, Captain Jervis.

9. Sailed the Wasp sloop of war, and the Alexander transport, with troops for Guernsey. Went out of harbour the Ganges man of war. Wind N. N. E.

11. Arrived the Peterell sloop of war, from a cruise.

12. Arrived the Fury Bomb, with a fleet under convoy from the Downs. The Jalouse sloop of war has a signal of convoy to the Mediterranean.

14. Arrived the Providence, Francis, from Waterford, and a French brig privateer, prize to the Egyptienne frigate. Yesterday arrived the Phaeton frigate, Captain Cockburn, from the Downs. The Fury bomb, Captain Lauford, has made the signal for a convoy to the Downs ; the Jalouse sloop of war, Captain Strachey, for a convoy to the Mediterranean ; and the Pylades, of 16 guns, Captain Burrowes, for a convoy to the coast of Africa.

Promotions and Appointments.

Captain T. Rogers, to the Princess of Orange, *vice* Captain Cunningham, who is appointed to the Leopard.

Captain A. Innes, to the Eurus, fitting as a guard ship at Portsmouth for the port of Cork.

Captain Fate, of the Driver, to be Sir A. Mitchell's Captain in the Leander.

Lieutenant Compton, of the Leander, *pro tempore* to the Driver.

Lieutenant Jump, to the Viper cutter.

Lieutenant G. Dacourdeaux, to the San Ysidro prison ship.

Captain Lock has resumed the command of the Revolutionaire, *vice* Hall.

Captains Wolley and Carpenter, of the Navy, are enrolled as privates in the Fencible Corps of the district in which they reside, and regularly attend their drilling.

The Rev. George Cuthbert is appointed chaplain to the division of prison ships at Portsmouth.

Captain J. W. Loring, to the Utrecht, *vice* Rogers.

Captain E. L. Gower, to the Shannon.

Captain Nicholas, to the Eurydice.

Captain Collier, to the Champion.

Captain T. Brown, to the Orestes.

H. Duncan, master, to the William store-ship, *vice* Brown.

Lieutanant J Patey, to the Arbin gun brig.

Lieutenant Robins, to the impress service at Southampton.

Lieutenant Chambers, to the Conflict gun-vessel.

Captain Lavie, to the command of the Sea Fencibles on the River Medway.

Captain Edward Brace has taken the command of the Castor frigate, at Portsmouth.

Doctor Thompson is re appointed one of the Physicians at the Royal Hospital at Hasler.

Captain J. Broughton, to the Magnanime.

Captain Carteer, to the Baoderscarp floating battery.

Captain Brownrigg, to the Dart.

Captain Snell, to the Avenger.

Captain Mitchell, to the Inspector.

—— Markham, Esq a son of the Archbishop of York, and brother of Captain Markham, one of the Lords of the Admiralty, is appointed a Commissioner of the Navy Board, in the room of Sir William Billingham, Bart. who retires.

Dr. Ker is appointed inspector of health of the troops in the garrison and vicinity of Portsmouth.

Dr. Fitzmaurice, of Hasler Hospital, is appointed surgeon of Woolwich dock yard

Mr. Fowles, of Plymouth hospital, is appointed surgeon of Sheerness yard.

Mr. S Hammock, jun. is appointed surgeon of the French prisoners of war at Mill Prison, Plymouth.

BIRTHS.

On the 28th of August, in Hart-street, Bloomsbury, the Lady of Captain G. H. Towry, of the Royal Navy, of a son.

On the 24th of September, at Southampton, the Lady of Captain R. W. Otway, of the Royal Navy, of a daughter.

MARRIAGES.

On the 22d of August, at Bath Easton, Captain Littlehales, of the Navy, to Miss Cleather, daughter of T. Cleather, Esq. of Plymouth.

On the 24th of August, at Titchfield, Captain Edward James Foote, of the Royal Navy, to Miss Patton, eldest daughter of Vice-Admiral Patton.

OBITUARY.

On the 19th of July last, on board the Theseus, at Port Royal, Jamaica, Francis Walwin Eves, Midshipman.

At St. Mary's Isle, on the 25th of August, Miss Home, eldest daughter of the late Vice Admiral Sir George Home, Bart.

On the 5th of September, at Richmond, the Hon. Captain Carpenter, of the Royal Navy.

Suddenly, on the 14th of September, Mr. Wm. Murray, surgeon of his Majesty's dock-yard, Woolwich.

On the 21st of September, at Rotherhithe, Lieutenant John Griffith, of the Royal Navy, aged 67.

THE
Marine List
OF
SHIPS LOST, DESTROYED, CAPTURED, AND RECAPTURED, &c.
FROM JULY 15 TO JULY 26, 1803.

A rich St. Domingo ſhip has been taken by the Active and Retaliation privateers, of Guernſey, and the Ocean of Jerſey. The Tartar privateer, of Guernſey, has alſo made a rich capture, not yet arrived.

The [illegible] Vriendſchap, Germans, for Amſterdam; and the Spaniſh ſhip St. Anna, from Monte Video to London, which were detained and ſent into Plymouth, are liberated.

The Margaretta Catharina, Lammerts, bound to Harlingen, which was detained and ſent into Yarmouth, is liberated.

Le Voltigeur and Impromptu privateers, of Boulogne, have taken and ſent to Dunkirk, the Flora, ———, from Narvar.

An Engliſh privateer, of 20 guns, and upwards of eighty men, is taken by la Conſtante French frigate (arrived in France from Guadaloupe), and ſent for Rochefort.

The Hope, [illegible], of Scarbro', with coals; the Neptune, Alliſon, from Stockholm to London; and two veſſels belonging to Sunderland, were taken by two lugger privateers, the 29th of June, off the Dudgeon; the crews landed at Calais.

The Sally and Polly, of Dyſart, Cummings, from Peterſburg, was drove on ſhore, on the iſland of [illegible], the 17th of January laſt. Crew and cargo ſaved.

The Spence, Dunham, and the Savannah, Brown, have been on ſhore in the Baltic, but got off without any material damage, after throwing part of their cargoes overboard.

The Penelope, Barry, from London to Peterſburg, is loſt at [illegible], on the coaſt of Sweden.

The Undaunted, Mahon, from Jamaica to London, is loſt on Colorados reef. Cargo ſaved. Part is arrived in the George, Gulley, at Falmouth, and the remainder ſent to America.

The Anna Louiſa, from Surinam, detained by the Dolphin cutter; the Burke, ———, from Tobago, prize to the Huſſar frigate; Harmonie, Andrews, from America to Amſterdam, detained by the Salvador man of war, are ſent into Plymouth.

The Galatea, from Bourdeaux to Bremen, detained by the Duke of York cutter; le Bon Pere, from Guadaloupe, taken by the Apollo frigate; Eagle, Paulding, from New York to Amſterdam, detained by the Duke of York cutter, are ſent into Portſmouth.

L'Eſperance, ———, from New Orleans to Havre, is taken by the Apollo frigate, and ſent into Portſmouth.

The Carwent, Roundtree, from Jamaica to London, is retaken by the Caſtor frigate, and brought into Portſmouth.

La Roſe, a French brig, of 50 tons, from St. Domingo to Nantes, is taken and carried into Weymouth, by the Diana privateer, of Guernſey.

L'Union, from Martinique to Marſeille; l'Aimable Adelle, from St. Domingo to Bourdeaux, are taken and arrived at Liverpool; the former prize to the Mary Ellen privateer, and the latter to the [illegible] of Liverpool.

L'Aimable Thereſe, from St. Domingo, is taken by the Atalanta privateer, and ſent into Dartmouth.

La Marie, ———, from Martinique to Havre, is taken by the General Coote privateer, and arrived at Dover.

The Nancy, Roberts, from Jamaica to London, and the Leander, ———, for Gaſpee, have been taken by the Magdalene French privateer; the former is retaken by the Thunderer man of war, and arrived at Plymouth.

The Mally, Moxey, from the Weſt Indies; the Union, Brown, from Grenada to London; and the Demerara packet, from Demerara, are recaptured by the [illegible], and left in lat. 46. 10. long. 15. 8. by the [illegible], arrived at Falmouth.

The Demerara packet, from Demerara, has been taken by the Acaſta frigate, retaken by the [illegible] French privateer, and ſince taken by his Majeſty's ſhip [illegible].

The Rachael, Cooper, from Nevis to Briſtol, retaken and arrived at Liverpool, was taken off Cape Clear, with ſeveral other veſſels.

The Pilgrim, Phillips, for Briſtol, has ſprung a leak at St. Kitts, and was unloading.

The Hercules, Kopper, from Hambro' to Teneriffe; the Republican (American), from New York for Bourdeaux, were detained, and ſent into Falmouth; the former by the Roſe, the latter by the Lord Howe privateer.

The Little Jane, ———, from Jamaica to London, is captured by the [illegible] privateer, and ſent for Paſſage, in Spain.

La Marie, ———, from Martinique, is taken by the Reſolution, of Fowey, and Active, of Guernſey, and arrived at Fowey.

The Anna Catharina, Bugdahl, from Peterſburg, bound to Liſbon, is loſt on the Goodwin Sands.

The Perſeverance, ———, bound to London, is totally loſt on Memel Bar.

La Salette privateer, with ſmall arms, and 36 men, is taken by la Conſtance frigate, and arrived at Yarmouth. She ſailed from Dunkirk the 10th, and had taken three Sunderland veſſels with coals.

Le Neptune, ———, from St. Domingo, is taken by the Venus privateer of London, and ſent into Falmouth.

The Brilliant privateer, of Weymouth, is arrived at St. Mary's, Scilly, with a French brig, the Printemps, of 180 tons, from Martinique to Havre.

His Majeſty's ſhips Unicorn and Carysfort, with their convoy, from the Nore, were all well in the Categat on the 10th inſtant.

The Freedom, loaded with coals, was taken and carried into Dunkirk, the 4th inſtant.

The Ceres, of Maldon, coal loaded, is wrecked on Loweſtoffe beach.

La Victoire, Swinton, from Orleans to Bourdeaux, is ſent into Portſmouth by the Apollo frigate.

La Paix, Beens, from Tobago to Dunkirk, is taken by the Hazard frigate, and ſent into Falmouth.

The Violette, ———, from Surinam to Fluſhing, is captured by the Lancaſter, and arrived at Liverpool.

The Adelphi, Rennie, from Oporto to Hull, has been taken and retaken twice and carried into Scilly by the Sandwich privateer, of [illegible].

The French brig la Paix, from Guadaloupe to Bourdeaux, is captured by the Lord Nelſon privateer of Guernſey, and carried in there.

The Friends Goodwill privateer, of Guernſey, has captured a large French ſloop from the Havannah.

The Union, [illegible], from St. Croix to Guernſey, has been taken by a French privateer, of 30 guns, and retaken by the Tartar, of Guernſey, who has taken and carried into that iſland, the Madelaine French privateer of ten guns.

The Betſey, of Bourdeaux, a new ſhip of 325 tons, from Guadaloupe to Bourdeaux, is taken and carried into Jerſey by the [illegible] privateer.

The Fortuna, Anderſon, bound to Copenhagen, and the Chriſtine, bound to Flenſburg, which were detained and ſent into Portſmouth, are liberated.

The Hercules, Hopper, bound to Teneriffe, and the Pelgrim, Tucker, bound to Bourdeaux, which were detained and ſent into Falmouth, are liberated.

The Caroline privateer, of twelve guns, and ſeventy-five men, from Nantes, is captured by the Narciſſus, in lat. 42. long. 13. and arrived at Liverpool.

The [illegible], from Liſbon to Hambro', is detained by the Apollo frigate, and ſent into Portſmouth.

Le Felix ſchooner privateer, of ſixteen guns, was captured [illegible] by the Amazon frigate, and is ſent into Portſmouth; the privateer had taken the Eſther, Frazer, from [illegible] to London, which is ſince retaken by the Guernſey privateers.

[illegible] de [illegible] (a Dutch), from Havre, is detained and ſent into Portſmouth by the Immortalité frigate.

The Martha and Sophia, from Riga to Ferrol, is detained by the Plantagenet man of war, and ſent into Plymouth.

The San Guiney, from Bilboa to Bourdeaux, is detained by the Atalanta ſloop, and ſent into Plymouth.

Six Dutch fiſhing boats are taken by the Leda frigate, and ſent into Yarmouth.

The Polly (American,) Hancock, from Charante to London; and the Gertrude Hooge (of Hambro'), are detained and ſent into Falmouth by the Mary privateer of London.

The Ethalion frigate has taken the Elizabeth (French ſhip), from New York to Havre.

To be continued.]

age, and may frown defiance on the ravages of time. Children of obscure birth have no such incentive to virtue. They may, indeed, establish names which shall descend to posterity; their excellencies may throw a lustre on futurity; but their misconduct can destroy no antecedent fame. If they persevere, and succeed in this attempt, they certainly merit the highest praise; but to insure this success, the requisite mental energy, the respect for distant ages, and the love of virtue, are too frequently wanting in private life. The true use of hereditary honours is to invigorate individual virtue. The representative or member of an illustrious house should be aware, that one ignoble action can for ever extinguish his reflected lustre, tear from his brow the laurels of antiquity, and brand his future life with disgrace; it should, therefore, be the proudest wish of his heart, to support the dignity which his predecessors have acquired; he should know the value of a good name, and resolve to transmit it, unsullied, to posterity.

These observations have been induced by contemplating the character of the present subject of our page,—a nobleman, against whom, throughout the wide extent of his connexion, no voice will raise itself to breathe an accent dissimilar to praise. When a biographer can thus make his election, his feelings must be enviable.

The Right Honourable William Lord Radstock, whose naval career we shall now endeavour to trace, is descended from the ancient family of Waldegrave, resident in Northamptonshire before the year 1200. His Lordship is the second son of John, the third Earl of Waldegrave, by Elizabeth, sister of the present Marquis of Stafford,—and uncle to the present Earl.

The Honourable William Waldegrave, now an Irish Peer, under the title of Baron Radstock, was born in the year 1753; and, early in the year 1766, he commenced his nautical life, by sailing up the Mediterranean on board of the Jersey, commanded by Commodore Spry. Towards the end of 1769 he returned to England, whence he soon after sailed to the Leeward Islands, in the Quebec, Captain Reynolds.

In 1771 our youthful sailor was raised to the rank of Lieutenant on board of the Montague, in which ship he returned to England with Rear-Adm. Mann. He remained not long inactive, but shortly after sailed for Jamaica, in the Portland, Captain Barclay; from which ship, however, he was turned over, with the Captain, the rest of the Officers, and all the crew, into the Princess Amelia, and again returned to England.

In the year 1774 he sailed for the Mediterranean, in the Medway, with Rear-Admiral Mann; the following year he was made a Commander into the Zephyr sloop, and early in 1776 he returned to England, being appointed Post Captain to the Rippon, Commodore Sir Edward Vernon. In this ship Captain Waldegrave shortly after sailed for the East Indies; but the climate disagreeing with him, he remained only nine months on that station.

About this period, in February 1777, letters of marque and reprisal were granted by the Admiralty against the thirteen United Provinces of America; and, in the spring of the year following, hostilities commenced between Great Britain and France.

Our Commander again inhaled the more salubrious air of Britain; but this was a luxury which he was not long permitted to enjoy; for immediately on his arrival he was appointed to the Pomona, of 28 guns, and dispatched to Jamaica. On the day before he made the island of Barbadoes, he captured the Cumberland, American privateer, of 20 guns, commanded by Commodore Manly. This was an important service, for the Cumberland had been particularly destructive to the West India trade. Some months after he was appointed to la Prudente *, of 36 guns, in which he returned to England.

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* Captured from the French, off the island of Gonave, by his Majesty's ships Ruby, Eolus, and Jamaica. La Prudente was commanded by the Viscount d'Escar. Captain Everitt, of the Ruby, was killed during the chase, or running fight, by a random shot.

As, in village obscurity, "many a Cromwell, guiltless of his country's blood," may be said to expire; so, in the supine moments of peace, so uncongenial to the exertions of naval and military heroes, many a bold assertor of his country's honour may be said "to pass his hours in indolence and ease." But man is so much the creature of circumstance, that, even in war, it is not possible that *every* latent energy of valour can be called forth; and it will not be deemed a derogation from the merits of the greatest Commanders whose daring and successful exploits reflect a lustre on our annals, to say that, if many *others*, who have passed to the grave unnoticed and unknown, had been placed in *their* situations, they would have achieved deeds of equally high import. Our Officer had not yet met with any favourable opportunity for displaying those talents with which he has since proved himself to be so eminently endowed, yet his reputation increased, and the period was now approaching when his dormant prowess was to bloom in full expansion.

On the 19th of May 1780, Admiral Sir Charles Hardy, Commander in Chief of the Channel Fleet, died at Portsmouth, and was succeeded in the command by Admiral Sir Francis Geary. In June the new Commander in Chief sailed from Spithead with twenty-three sail of the line; and la Prudente, having been refitted, with other ships, shortly after joined this fleet at sea.

On the 4th of July la Prudente, having been detached from the fleet to cruise off Cape Ortugal, in company with his Majesty's ship Licorne, commanded by the Hon. Captain Cadogan, discovered a large ship bearing down upon them. On the frigates chasing her she hauled her wind, and was clearly perceived to be an enemy. Though she had been in sight ever since ten o'clock A. M., owing to light winds and calms it was not until half past eleven P. M. that la Prudente got within pistol-shot of her, when a severe action immediately commenced, and was sustained by the enemy with the utmost spirit and bravery till half past four on the succeeding morning, when, yielding to British superiority, she was compelled to strike. Few actions have been more obstinately contested. The prize proved to be la Capricieuse, a new French frigate, only eight days from l'Orient. She was, however, so dreadfully disabled in the engagement, both in her hull and rigging, that, on survey, she was found to be wholly unfit for use, and Captain Waldegrave ordered her to be burnt.

There was something so unusually spirited and so highly interesting in this action, that we think it will be gratifying to our readers, in no slight degree, to present them with Captain Waldegrave's official dispatches on the occasion.

Admiralty-Office, July 22, 1780.

Extract of a Letter from the Honourable Captain Waldegrave, of his Majesty's Ship la Prudente, to Mr. Stephens, dated Spithead, July 18, 1780.

On the 4th instant, being on a cruise with the Licorne in company, at ten o'clock A. M., Cape Ortugal then bearing south and by west, distance twenty-four leagues, the Licorne made the signal for seeing a sail in the N. W., and a thick fog then dispersing, we discovered a large ship bearing down to us: I immediately made the signal to chase; soon after which, the chase hauling her wind, being then only six miles' distance from us, we clearly discovered her to be a large frigate, which, from her construction, we concluded to be French.

As we had light winds and calms the whole day, it was half-past eleven P. M. ere I found myself within close pistol-shot of her. The signals she now made, both with rockets and lights, convincing me that she was an enemy, I immediately began to engage her; and at half-past four A. M. she hauled down her colours to his Majesty's ships la Prudente and Licorne.

She proved to be la Capricieuse, a French frigate, eight days from l'Orient, pierced for forty-four guns, but mounting only thirty-two; complement 308 men. She was launched in March last, measured 1100 tons, and was one of the finest frigates I ever saw.

I am very sorry to say, that the condition of the prize was such (as their Lordships may observe from the report of the survey,) as rendered it impracticable to escort her to England. Indeed the very heavy loss I had sustained in the action, and unfortunately having twenty sick on shore, and many on board, made it absolutely impossible for me to give her the necessary assistance for that purpose; I therefore, after removing the prisoners, set her on fire.

Finding, from the condition of my ship, the utter impossibility of executing my orders, I have therefore given directions to Captain Cadogan, the Commander of his Majesty's ship Licorne, to put them into immediate execution.

Notwithstanding our seeming superiority, I hope the return of the killed and wounded will sufficiently evince, that my Officers and ship's company have acquitted themselves in the most gallant and spirited manner. Indeed I feel it is impossible to do justice to their merits.

In justice to Lieutenant Banks of the marines, I must beg leave to observe to their Lordships, that his party behaved with the utmost steadiness and bravery, keeping up a regular and constant fire from the beginning of the action, till necessity called them to the great guns, where they showed an equal share of spirit and good order.

But while I am thus giving those well-deserved encomiums to his Britannic Majesty's subjects, I should feel myself in honour bound to give his enemies, on this occasion, the merits they are so truly deserving, did not the condition of the ship, and the heavy loss they have sustained, sufficiently speak their praises. I must beg leave to add, in honour to M. de Charvel, who commanded la Capricieuse at the time she surrendered, that the colours were not hauled down till the ship had five feet water in her hold.

Mons. de Ransanne and Mons. Fontaine, the First and Second Captains, both fell in the action; but as to their farther loss we are as yet ignorant, being unacquainted with the number of prisoners on board the Licorne; but, from a rough calculation of their Officers, they must have at least 100 killed and wounded.

It is with infinite concern that I acquaint their Lordships, that Lieutenant Ellison stands foremost on the list of the wounded, having been very severely bruised in the back, and his right arm carried off by a shot. I must beg leave to recommend his misfortune, and the great intrepidity he shewed during the action, to their Lordships' most particular attention.

A List of the killed and wounded on board his Majesty's Ship la Prudente.

Killed.—Mr. John Dismond, Mr. Richard Montgomery, Mr. Thomas England, Mr. William Dismond, Midshipmen, 4: seamen, 12; marine, 1.—Total, 17.

Wounded.—Mr. Joseph Ellison, Second Lieutenant; Mr. William M'Carty, Midshipman; seamen, 25; marines, 4.—Total, 31.

Since dead of their wounds.—Seamen, 2; marine, 1.—Total killed and wounded, 48.

LICORNE.—Three killed; seven wounded.

I am, &c.

WM. WALDEGRAVE.

The subjoined report of a survey, taken by the Carpenters of la Prudente and the Licorne, still more forcibly displays the courageous conduct of the contending parties:—

Pursuant to an order from the Hon. William Waldegrave, Commander of his Majesty's ship la Prudente, of this day's date, to us directed, we whose names are under mentioned, have been on board the prize frigate la Capricieuse, and have there taken a strict and careful survey on her, and find as follows, *viz.* The fore-mast wounded in several places; the fore-top-mast over the side; the main-mast laying fore and aft the deck, being gone about ten feet above the main-deck; the mizen-mast shot in several places; the mizen-top-mast the same; all her spare yards and top-masts rendered unserviceable with shot; a number of shot-holes betwixt wind and water; many other damages about the ship; and when we left her, six feet water in the hold.

And we do declare we have made and taken this survey with such care and equity, that, if required, we are ready to make oath to the impartiality of our proceedings.

Given under our hands, on board the prize frigate la Capricieuse, at sea, this 6th of July 1780.

JOHN RICHARDSON, *Carpenter.*
JOHN SPASSHATT, *Carpenter.*

The disparity in the numbers of the killed and wounded on board of his Britannic Majesty's ships, will probably strike our readers with surprise; and, indeed, we have heard it insinuated, that if a uniform spirit had been displayed by the different parties concerned, the conflict might have been more speedily terminated, and the carnage would have been less dreadful.

Amidst the blaze of victory which attended this well-fought battle, nothing more strongly speaks the "gallant bearing" of our hero, than the high terms of eulogy bestowed by him upon his vanquished enemy. To fight, to conquer, is brave and laudable; but to award the meed of generous praise to a fallen opponent is magnanimity itself.

It is worthy of remark, that on the very day on which la Capricieuse was descried, a French convoy from St. Domingo to France was discovered by the body of the Channel Fleet. Twelve sail of them were overtaken and captured; but the remainder, under cover of a fog, effected their escape.

In the month of April, in the year following, la Prudente was in the detachment of ships of war, under the command of Rear-Admiral Sir John Lockhart Ross, which was ordered to superintend the landing of stores, provisions, &c. at Gibraltar. Captain Waldegrave went ashore with Sir John, immediately after which the siege of the fortress commenced.

Having completed the service on which they had been ordered, the detached ships, together with the whole of the fleet, then under the command of Admiral Darby *, returned to England.

The Spaniards, while exerting their unavailing efforts against Gibraltar, undertook also, in conjunction with the French, the conquest of Minorca. On the 29th of July, the combined fleet of the enemy, consisting of thirty Spanish ships of the line, commanded by Don Louis de Cordova, and Don M. de Gaston; and nineteen French ships of the line, commanded by the Count de Guichen, M. de Beausset, and M. de la Motte Piquet, sailed from Cadiz, for the purpose of convoying the armament destined for the reduction of Minorca into the Mediterranean. This formidable force excited considerable apprehensions. The enemy succeeded in convoying their transports, on board of which were 10,000 men, under the command of the Duc de

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* Admiral Sir Francis Geary having resigned the command of the Channel Fleet in August 1780, it devolved on Admiral Darby.

Crillon *, into the Mediterranean, and, returning, occupied the mouth of the English Channel, from the islands of Scilly to Ushant. Their object in this was, to intercept our homeward-bound West India convoy; and, in the execution of it, they were too successful. They captured a considerable number of ships from St. Eustatia, M. de la Piquet alone carrying nineteen sail into Brest harbour. By timid minds, the destruction of the English marine was now daily expected; but Admiral Darby, having received due information of the force and strength of the enemy, retired into Torbay, with twenty-one sail of the line, to await any attack which might be made. On the propriety, however, of assailing the British squadron in harbour, the French and Spanish Commanders, though possessed of a far superior force, differed in opinion, and the proposal was over-ruled. At length, compelled, by the unhealthiness of the crews, and the disabled state of the ships, the combined fleet returned to port at an early period of the season.

In the month of November, however, the French fleet, under de Guichen, again put to sea from Brest, for the purpose of escorting their East and West India traders safe to a certain latitude. Government were no sooner apprized of this, than a strong squadron †, under the command of Rear-

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* This force effected a landing on the island of Minorca on the 20th of August, and was shortly after joined by six French regiments from Toulon. They commenced the siege of St. Philip's castle, the most important fortress of the island; but their success not proving commensurate to their expectations, very little was effected.

† For a reason which the reader will presently perceive, we take the liberty of copying, from Schomberg's Naval Chronology, the following list of the English squadron commanded by Rear-Admiral Kempenfelt, on this occasion:—

Ships.	*Guns.*	*Commanders.*
Victory, - -	100	Richard Kempenfelt, Esq. Rear-Admiral of the Red. Captain Cromwell.
Britannia, - -	100	——— James Bradley.
Queen, - -	98	——— Hon. F. Maitland.
Duke, - - -	98	——— Sir Walter Stirling.
Ocean, - - -	90	——— George Ourry.
Namur, - - -	90	——— John Dalrymple.

Admiral Kempenfelt, was dispatched to intercept them. La Prudente was one of the ships ordered to reconnoitre on this memorable occasion. On the 12th of December, at day-break, about thirty-five leagues to the westward of Ushant, Admiral Kempenfelt descried the enemy's fleet, which appeared much dispersed, the ships of war being very considerably to leeward of the convoy. The Admiral, whose skilful and prudent conduct on this occasion entitles him to the highest praise, resolving to profit by the straggling state of the ships, formed the design of cutting off the convoy, with the view of afterwards engaging the enemy's fleet. In the former he in a great measure succeeded; for towards evening about twenty sail of the convoy were in his possession. Many others had struck, and would, consequently, have been secured, but the weather becoming thick and squally, and several of the English squadron being at a great distance astern, Admiral Kempenfelt discontinued the chase, for the purpose of enabling them to join him before night set in. At day-break on the succeeding morning, the French ships of war were seen formed in a line to leeward; but, from their great superiority of force, Admiral Kempenfelt was induced to relinquish his first intention, and declined the hazard of an action *. An important object,

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Ships.	*Guns.*	*Commanders.*
Edgar, - - -	74	John Elliot, Esq. Commodore. Capt. Thomas Boston.
Alexander, - -	74	—— Lord Longford.
Courageux, - -	74	—— Hon. Chas. Phipps.
Vallant, - - -	74	—— Sam. C. Goodall.
Agamemnon, - -	64	—— Ben. Caldwell.
Medway, - -	60	—— Harry Harmood.
Renown, - -	50	—— John Henry.
Arethusa, - -	38	—— Sir Richard Pearson.
Monsieur, - -	36	—— Hon. W. C. Finch.
La Prudente, - -	36	—— Hon. W. Waldegrave.
Tartar, - - -	28	—— Robert M. Sutton.

* By comparing the subsequent statement of the French force with that of the English in the preceding note, the very great disparity of strength and weight of metal will be strikingly obvious:—

however, had been achieved; for, exclusive of the provisions, naval and military stores, &c. with which the captured ships were laden, they contained about 11,000 soldiers, and 7000 seamen, bound for the East and West Indies. Five more of the convoy, too, were afterwards picked up by the Agamemnon.

The year 1781 is also memorable in the annals of the British Navy, for the dreadful engagement between Rear-Admiral Sir Hyde Parker and the Dutch Admiral Zoutman, on the Dogger Bank.

In 1782 Captain Waldegrave was appointed to the Phæton, of 38 guns, in which ship he remained with the Channel Fleet till the conclusion of the war.

Although it is in their professional career that naval characters excite the greatest attention, and are regarded with the greatest interest, yet it is pleasing to their friends

The French Fleet under M. de Guichen, when it fell in with Admiral Kempenfelt, on the 12th of December 1781.

Ships.	*Guns.*	*Commanders.*
La Bretagne,	110	Le Compte de Guichen.
Le Majestueux,	110	Le Compte de Rocheaut.
Le Royal Louis,	110	M. de Beausset.
L'Invincible,	110	
Le Terrible,	110	
La Couronne,	84	M. de la Mothe Piquet.
Le Triomphant *,	84	Le Mar. de Vandrieul.
Le Pegase,	74	
Le Magnifique,	74	
L'Actif,	74	
Le Dauphin Royal,	74	
Le Bien Aimé	74	
Le Zodiaque,	74	
Le Robuste,	74	
Le Fendant,	74	
Le Brave *,	74	
L'Argonaut,	64	
Le Lion,	64	
L'Indien,	64	
L'Alexandre, *armée en flute.*		
L'Hardie, ditto.		

* Bound to the West Indies.

Vide SCHOMBERG's Naval Chronology.

and to the public, to trace their progress during the silken hours of peace, to mark their pursuits, and to behold them in domestic life. We shall briefly observe, then, that after the conclusion of the peace of 1783, Captain Waldegrave repaired to Paris, then the attractive centre of politeness, urbanity, and honour. Between that happy period and the present the philosopher would fain draw a comparison; but bleeding memory shudders at the retrospect, and humanity sighs to cast the veil of oblivion over the dreadful interval. In that polished city our Officer remained a twelvemonth, and thence proceeded by land to Constantinople. There he continued for nine months, made a tour of the greater part of Greece, and several of the Archipelago islands, and arrived at Smyrna in 1785. In December following Captain Waldegrave married the daughter of D. Vanlenness, Esq. chief of the Dutch factory of that place, and returned to England, by way of Marseilles, in 1786.

In the year 1791, during the Russian armament, our Officer was appointed to the command of his Majesty's ship Majestic; but the differences between the British and Russian Courts being adjusted in the autumn of the same year, his ship was consequently soon paid off, and he again returned to private life.

At the breaking out of the war with France in 1793, Captain Waldegrave was appointed to the Courageux, and sailed with Vice-Adm. Lord Hood to the Mediterranean. On the 27th of August, the day previous to that on which Lord Hood took possession of Toulon, the Hon. Captain Waldegrave, under the command of the Hon. Captain George Keith Elphinstone, now Lord Keith, entered that harbour *. On the 29th of August Captain Waldegrave proceeded to Barcelona, in the Romulus frigate, with the Admiral's dis-

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* The disembarkation of 1500 men, as arranged by Lord Hood, was effected under the immediate protection of the Meleager and Tartar frigates, supported by the Egmont, Robust, Courageux, and Colossus.

patches for England, containing the account of the important capitulation of Toulon *. Captain Waldegrave returned to the Mediterranean, with the Admiralty dispatches, by the way of Holland, Germany, and Italy. He remained with the fleet till he received his Majesty's commission appointing him Rear-Admiral of the Blue. This promotion, which took place on the 4th of July 1794, obliged him to return to England by land; and in May following he sailed from Plymouth with a squadron on a cruise to the westward. On the 1st of June 1795, Rear-Admiral the Hon. William Waldegrave received his Majesty's commission farther promoting him to the rank of Vice-Admiral of the Blue Squadron. In the fall of the same year he sailed for the Mediterranean in the Barfleur; and in the succeeding spring he received a joint commission from the Commander in Chief, Admiral Sir John Jervis, and Sir Gilbert Elliot, then Viceroy of Corsica, appointing him Ambassador to the Court of Tunis. Vice-Admiral Waldegrave, with five sail of the line, immediately proceeded to the Bay. This mission was of a peculiarly arduous and delicate nature; notwithstanding which, however, the Vice-Admiral executed it to the complete satisfaction of the Commander in Chief and the Viceroy. On the night previous to his quitting Tunis, Vice-Admiral Waldegrave cut out of the Bay the Nemesis, a twenty gun ship, a French corvette of twenty-guns, and an armed vessel, and destroyed another. In this achievement much praise was also due to that excellent Officer, Captain J. Sutton, who directed the operations.

From this period, excepting the unprecedented length of time which the ships were kept at sea, nothing remarkable occurred until the 14th of February 1797, when the Commander in Chief encountered the Spanish fleet. Previously to this memorable epoch, the affairs of Britain were more than

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* Captain Lord Hugh Seymour Conway, of the Leviathan, was also sent to England on this occasion, by a different route, with duplicates of the dispatches. Captain Mathews acted during the absence of Captain Waldegrave, and Captain Hallowell during that of Lord Seymour.

slightly alarming; Ireland was in a state of rebellion; her allied opponents had formed the project of uniting the fleets of Holland, France, and Spain; and, with this combined force, to bid defiance to her Navy, obtain the empire of the seas, and sever Ireland from the dominion of her sister country. The Toulon fleet consisted of nearly twenty sail of the line; the fleets in the Spanish ports were composed of double the number of ships under Sir John's command; and though, on the 6th of February, he was joined by Rear-Admiral Parker, the English force amounted to only fifteen ships of the line. Inferiority of numbers, however, never seems to appal a British Commander; and in the present instance, as well as in innumerable others, it only served to mark with brighter radiance the halo which encircled the brows of our countrymen. The Spanish Admiral, John Joseph de Cordova, indignant at the confinement to which he had submitted, and, perhaps, despising the comparative smallness of the British force, quitted the port of Carthagena, and passed the rock of Gibraltar with twenty-seven ships of the line and seven enormous floating-batteries, six of a hundred and twelve guns each, and one of a hundred and thirty guns. By carrying a press of sail Admiral Jervis succeeded in getting in with the enemy's fleet by half past eleven A. M. before it had time to connect or form a regular order of battle; profiting by the moment, he felt himself justified in departing from the general system, passed through their fleet in a line formed with the utmost celerity, tacked, and thereby separated one-third from the main body, after a partial cannonade, which prevented their rejunction till the evening *. Commodore Nelson, in the Captain, of 74 guns, and Captain Trowbridge, in the Culloden, of the same force, turned the whole van of the Spanish fleet, consisting of three first-rates, and four seventy-four or eighty-gun ships; and by the exertions of the other ships, which came up with the enemy on the larboard side, two ships of a

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* *Vide* Admiral Jervis's official letter on the occasion.

hundred and twelve guns, one of eighty-four, and one of seventy-four, were captured *. The action terminated about five P. M., the enemy having sustained a loss, in killed, wounded, and prisoners, of six thousand men, while only three hundred suffered in the English fleet. Thus was the projected junction completely defeated, the Navy of Britain retained its proud dominion of the ocean, and the maritime alliance of France, Holland, and Spain, was no longer an object of alarm. As a reward for this essential service, the Admiral was complimented with a pension of three thousand pounds, received the formal thanks of the Senate, and the unfeigned gratitude of his country, and, on the 27th of May 1797, was invested with the honours of a peerage, under the title of Earl of St. Vincent, and Baron Jervis, of Meaford, in Stafford †.

As, in an important achievement of this nature, the whole weight of glory neither is, nor can, nor ought to be engrossed by one man; so neither were the honorary and pecuniary rewards of the Government bestowed on the Commander in Chief alone. Vice-Admiral Thompson, and Rear-Admiral Parker, were created Baronets; Commodore Nelson, now Lord Nelson, received the Insignia of the Bath; all the Flag-Officers were complimented with the freedom of the city of London in a gold box; and the Admirals and Captains were presented with gold medals, emblematic of the victory, to be worn with their uniforms.

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* The burthen and dimensions of these extraordinary ships, with which we have been favoured, will doubtless prove acceptable to our readers. They are as follow :—

	San Josef.		Salvador del Mundo.		San Nicholas		Ysidro.	
Burthen in tons - -	2506	7·94	2402	87 94	1926	28·94	1824	76·94
	feet.	in.	feet.	in.	feet.	in.	feet.	in.
Length of gun-deck -	195	3	191	5	181	10½	176	11
Keel for tonnage - -	155	9	151	2	144	4½	140	3
Breadth, extreme, -	50	0	54	8	50	1	49	5½
Depth in hold - -	24	5	23	2	20	2¼	20	1¼

† For the Biographical Memoirs of the Noble Earl, and further particulars of this memorable engagement, our readers are referred to the Fourth Volume of the NAVAL CHRONICLE.

The very essential services rendered by Vice-Admiral Waldegrave, and the rest of the Officers, &c. of the fleet, on the above memorable occasion, cannot be more properly estimated than by the following letter, addressed by the Commander in Chief to our meritorious Officer, two days subsequent to the engagement:—

SIR, *Victory, in Lagos Bay*, 16*th of February*, 1797.

NO language I am possessed of can convey the high sense I entertain of the exemplary conduct of the Flag-Officers, Captains, Officers, seamen, marines, and soldiers, embarked on board every ship of the squadron I have the honour to command, present at the vigorous and successful attack made upon the fleet of Spain on the 14th instant. The signal advantage obtained by his Majesty's arms on that day, is entirely to be attributed to their determined valour and discipline; and I desire you will accept my grateful thanks for your service on that occasion.

I have the honour to be, Sir,
Your most obedient humble servant,
J. JERVIS.

The Hon. Wm. Waldegrave,
Vice-Admiral of the Blue,
&c. &c. &c.

Shortly after the receipt of the above, the Vice-Admiral also received the following friendly note from Commodore, now Lord Nelson, accompanied by an account of the part which his ship, the Captain, had borne in the engagement, and a sword, as marks of his esteem.

MY DEAR ADMIRAL, *March* 5*th*, 1797.

I SEND you a narrative of the transactions of the Captain on the 14th of February, and also the sword of one of the Officers, I believe Second Captain of the San Nicholas, with which he killed one of my seamen. How hard this wind is not to let us out! but I hope it is at its last gasp.

Believe me, my dear Sir,
Your most obliged and
Affectionate humble servant,
HORATIO NELSON.

Hon. Wm. Waldegrave.

The subjoined paper is a copy of the vote of thanks of the House of Commons, transmitted to the respective

Officers engaged in the victorious conflict of the 14th of February:—

Veneris, 3° *Die Martij*, 1797.

RESOLVED, *Nemine Contradicente*,

THAT the thanks of this House be given to the Vice-Admirals, Charles Thompson and the Honourable William Waldegrave, Rear-Admiral William Parker, Commodore (now Rear-Admiral,) Horatio Nelson, Captain (now Sir Robert,) Calder (Knight), First Captain to Admiral Sir John Jervis, and to the several Captains and Officers of the fleet under the command of the said Admiral, for their bravery and gallant conduct in the most brilliant, decisive, and glorious victory obtained over the Spanish fleet on the 14th day of February last, and that Admiral Sir John Jervis do signify the same to them.

RESOLVED, *Nemine Contradicente*,

THAT this House doth highly approve of and acknowledge the services of the seamen, marines, and soldiers on board the ships under the command of Admiral Sir John Jervis, in the late most glorious victory over the Spanish fleet, and that the Captains of the several ships do signify the same to their respective crews, and do thank them for their gallant behaviour.

ORDERED,

THAT Mr. Speaker do transmit the said Resolutions of this House to Sir John Jervis.

(Signed) J. HATSELL,
Cl. Dom. Com.
(Copy) J. JERVIS.

Vice-Admiral Waldegrave received the above copy, accompanied by the following letter from the Commander in Chief:—

SIR, *Victory, in the Tagus*, 21*st of March*, 1797.

I HAVE the honour to enclose a copy of the vote of the House of Commons, conveying the high sense entertained by the House of your bravery and gallant conduct in the action with the fleet of Spain on the 14th of February.

I have the honour to be, Sir,
Your most obedient humble servant,
J. JERVIS.

Vice-Admiral Honourable
Wm. Waldegrave.

If possible, the succeeding letter of the same date, must have been still more highly gratifying to the feelings of our worthy Officer:—

SIR, *Victory, in the Tagus, 21st of March, 1797.*

IN obedience to the commands of the Lords Commissioners of the Admiralty, by far the pleasantest I ever received, I have the honour to convey to you his Majesty's most gracious approbation of your distinguished services in the action with the fleet of Spain on the 14th of February, signified through Earl Spencer, to the Lords Commissioners of the Admiralty; and I have the honour to be,

Sir,
Your most obedient humble servant,
J. JERVIS.

Vice-Admiral Honourable
Wm. Waldegrave.

In April 1797, Vice-Admiral Waldegrave returned to England in the Flora, having been ordered home for the purpose of taking the command of his Majesty's squadron at Newfoundland; this appointment the Vice-Admiral held for three years, during which period he devoted his whole attention to the island, of which he was also Governor, so much so as to obtain very particular approbation.

When Sir John Jervis was created a Peer, and the other Flag-Officers under his command were created Baronets, as a distinguishing mark of his Majesty's approbation of their conduct on the 14th of February, the latter rank was offered to Vice-Admiral Waldegrave: this, however, he declined, as being inferior to the rank which he then held as an Earl's son. In November 1800, his Majesty was graciously pleased to confer on him the dignity of a Peer of Ireland, under the title of Baron Radstock. In April 1802, his Lordship received a commission appointing him Admiral of the Blue Squadron.

Some time previous to the Treaty of Amiens, when the Earl of St. Vincent, the present First Lord of the Admiralty, came into office, Admiral Lord Radstock was nominated to the command in the East Indies; but on the peace taking place, his Lordship resigned his pretensions to that service.

We can attribute his Lordship's not being called upon at the recommencement of hostilities, to no other reason than his having obtained the rank of Admiral of the Blue Squadron; Admiral Cornwallis, Lords Keith and Gardner being the only full Admirals employed, Port Admirals excepted.

We have the happiness, however, of knowing, that though his Lordship has not been called upon to fight his country's battles, his country is not the less indebted to him for his mental exertions, which, at the present momentous crisis, have rendered her the most essential service. His Lordship, in addition to the innate heroism of a British sailor, and the milder virtues of humanity, possesses a well-cultivated and highly polished mind. His attachment to, and proficiency in, the pursuits of literature have rendered him indefatigable in his labours to support British freedom against the detested menaces of Corsican ambition; his politics are such as, from their genuine loyalty and pure patriotism, reflect the highest honour on his head and heart; and though no public plaudit should ever greet his ear, he will possess the far more sublime satisfaction of feeling, that

"*Virtue is its own reward.*"

AUTHENTIC NARRATIVE OF

THE LOSS OF THE SHIP GENEROUS FRIENDS,

As delivered by JOSEPH PINTO, *a Native of Italy, who was a Seconny on board at the Time she was lost, and supposed to be the only European saved which belonged to that Ship.*

IN November 1801, they sailed from Macao, and steered S. W. by S. for two days, and about ten o'clock at night the ship struck on a reef amongst high breakers. Next morning it was observed there was a high sand-bank at a small distance from the wreck, to which the crew waded at low-water, except Captain Porter, with six Manilla seconnies, who remained on board the wreck during the day and following night after the misfortune took place. During the night that Captain Porter remained on board the wreck with the six Manilla seconnies, one of them proposed to the others to put Captain Porter to death, but the other five would not consent to it; and next morning Captain Porter came to the sand-bank at the same time with the seconny that wished to have taken his life; and though the Captain knew the circumstance, and mentioned it to his Officers, no retaliation took place.

This seconny afterwards went back to the wreck, and, with the other five Manilla seconnies, who had armed themselves, kept possession of the wreck for several days, and would not allow any person to approach them. Previous to this, some articles of provision and wine had been taken from the wreck to the sand-bank, but no water had been procured: and, on digging in the most elevated part of the sand-bank, they only discovered salt-water. After being some days on the sand-bank without water, Captain Porter, and his Officers, and crew, prepared to force their way on board the wreck; and, on perceiving their preparations, the six seconnies on board put off on a raft they had already prepared alongside, with provisions and necessaries, and some treasure which they had taken from the wreck.

About fourteen days from the time of the misfortune, two rafts having been prepared, Captain Porter, passengers, and Officers, and a great part of the ship's company, left the bank, attended by the jolly-boat, which had been repaired, the long-boat having been stove to pieces when the ship struck. Just at the time Captain Porter left the sand-bank, on which about forty of the crew remained, including Pinto the Italian, a large Chinese boat was seen standing in towards the bank, and the jolly-boat went nearly alongside, and returned towards the raft where Captain Porter was, when the two rafts and jolly-boat, with the Chief Officer on board the latter, steered away to the westward before the wind; the jolly-boat seemed to be about two miles ahead of the raft when the people on the bank lost sight of them, about sunset. About eight o'clock that night it set in to blow strong from the N. E. with dark weather and rain.

Shortly after the Chinese boat arrived at the bank, several others came, and loaded their boats with cargo from the wreck, and then burned the upper-works to get the iron. When ready to leave the place, the greatest part of the boats' people came on shore to the sand-bank; several of them had long cleavers for breaking wood, and others, weapons. When they had examined and numbered the Lascars and Seapoys, they proposed to take five at a time to their boats, on which the Seapoys appeared distrustful of the intentions of the boats' people, and would not go with them in small numbers; and some of the Seapoys being a little intoxicated with wine—of which a small quantity remained on the sand-bank—and seizing two of the small boats that the Chinese brought to the bank, hauled them on shore; on which the Chinese all left the bank, and went on board their vessels, and made to the wreck. The Seapoys followed their boats in the two small vessels they seized by force, some of them having side-arms, and others bludgeons. When they got alongside of the large boats, the Chinese rushed from the boats in numbers upon the Seapoys, and binding them hand and foot, threw them into the water; and about twelve Seapoys were either killed or drowned in this affray.

During the time the Chinese boats had been loading from the wreck of the Generous Friends, they had daily sent a scanty allowance of rice and water to the Lascars and Seapoys on the sand-bank, but after the affray with the Seapoys no more rice was sent; and having nothing left on the sand bank but a little wine, they were reduced to despair; and, as a last resource, made a small raft, on which about ten of them went to endeavour to reach the Chinese boats; but the current setting strong to the southward, the raft was carried past the boats, and drove out to sea, and several of the people in it were observed by those on the sand-bank to be washed away before it was driven far from their sight.

The people on the bank were then reduced to eighteen of the crew of the Generous Friends, who were nearly perishing for want of provisions and water. The navigator and another man, at low-water, made a trial to get near the Chinese boats, by wading on the reef towards the wreck, which at last they reached, nearly exhausted with fatigue and hunger. From the wreck they beckoned to the people in the boats at anchor near it, and at last a small samphan was sent towards them. The narrator made signs to be taken on board their boats, to get provisions and water. The Chinese in the samphan made signs to know how many people remained on the sand-bank (having observed the loss of the people on the raft the day before). The Italian counted on his fingers the number eighteen. The Chinese then sent boiled rice and water to the sand bank to them; and divided the eighteen Lascars into six divisions, and took three in each boat.

When in the boats, the narrator saw several of the bars of gold and dollars which the Chinese got from the wreck. He judges they must have remained about three months on the sand-bank; but he saw no appearance of any other wreck besides that of the Generous Friends, except a few pieces of plank, which had been long in the water, and in small fragments washed upon the bank. With a N. E. wind they at last left the bank, and made several tacks to the northward; and, he thinks, in one day reached three low islands, one of which was composed of sand and stones; the other two had shrubs on them, and good water was found on one of them: all these three islands were small and low. He supposed they were about a month at these islands. The boat people, while there, in the day time, went a fishing; and many other China boats arrived in fleets, of from ten to fifteen sail, apparently to fish and look for wrecks. He observed that the first boat that arrived at the wreck of the Generous Friends kept possession the whole of the time; and the other boats that loaded from the wreck, were obliged to purchase that indulgence from the first, they remaining complete masters during the whole of the time.

It appears that these free-booters have established rules to regulate their depredations on wrecks; the first boat on board having sole command, with the privilege of employing what boats they please to assist in *securing* the property.

When at the three islands, the boat people observed a junk sunk on a part of the reef with which those islands were environed. The Chinese immediately dived, and hauled up great quantities of the small adulterated coin, called cash (or sapaka), in China. The narrator saw no appearance of any wreck at those islands, except this sunken junk.

One of the Chinese spoke a little of the Malay language, and made the people of the Generous Friends understand that the boats could not take them any further, but that they must go away in small samphans, which were fitted up for them: the narrator and eight Lascars being put in one of them, and seven Lascars in another, with water, provision, and a small sail; being told that they would reach Hainan in a day. This they were obliged to comply with; and after leaving the islands, they kept the boat right before the wind, it being about E. N. E., steering towards the place of the setting sun, and taking a mark by the stars in the night. The wind continued easterly from the time they left the islands until their arrival at Cochin China, which was nine days. They landed at a fort where a mandarine was stationed, and were treated with hospitality; after remaining there some time they were sent to Dunay, the capital of Cochin China, in small boats, each boat having three men to navigate it. On this passage to the capital they were employed a month, steering close along shore in the day-time, and generally spent the night in some creek or bay, where they got a supply of provision and water as wanted. From Cochin China the narrator got on board the Maria, Portuguese ship, bound to Macao, Joseph Manuel, Commander.

The person who gave this account had been several years in India, spoke English, and seemed intelligent. His description differed considerably from that given by two Lascars, who were examined separately; these two Lascars were in the other samphan that left the islands with the design of going to Hainan—there being seven Lascars in that samphan, they reached the coast of Cochin China in eleven days, by chance, not knowing how to direct their vessel, but by keeping mostly right before the wind. The two Lascars being apparently very ignorant, much more dependence is due to the narrative of the European. The Lascars said, they saw two wrecks beside that of their own ship. But the European says, positively, that except the sunk junk, no wreck was seen but that of the Generous Friends.

This narrative extinguishes all hopes, if any could have been entertained, of the possible safety of the Officers and crews of any other ships, than the unfortunate one alluded to, in the account given by the Italian.

NAVAL ANECDOTES,

COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

THE following anecdotes of that great naval character the late Admiral Boscawen, you will probably think deserving of a place in your valuable and justly esteemed Register of Maritime Biography and History.

I am, Sir,
Your obedient servant,
London, Aug. 20, 1803. WILLIAM FENNING.

WHEN Mr. Boscawen, early in his naval career, was appointed to the command of a guardship that was stationed at the Nore, he sent away several of the newly pressed men that were brought to him, in company with some experienced seamen, in frigates and small vessels, to the mouths of many of the creeks and rivers on the coasts of Kent and Sussex, to guard these counties from an invasion that was then projecting by the French.

This excellent Officer was so anxious for the honour of the sea service, and for that of himself, that when Lord Anson, then First Lord of the Admiralty, refused to confirm his promotion of two Naval Officers to the rank of Post Captains, in consequence of their having distinguished themselves at the siege of Louisbourg, he threatened to give up his seat at the Board of Admiralty. Lord Anson, however, not to be deprived of the counsels and skill of this great seaman, thought fit to retract his opposition. In some French memoirs (written, as the modern ones of that country in general are, without sufficient knowledge and information of the subject of which they treat,) Mr. Boscawen is represented as having, at the siege of Louisbourg, wholly given himself up to the direction of a particular Captain in that arduous and enterprising business. This is by no means true. Whoever knew Mr. Boscawen *au fond*, whoever was acquainted with his knowledge in his profession, with his power of resource upon every occasion, with his intrepidity of mind, and manliness and independence of conduct and character, can never in the least degree give credit to this foolish and hazarded assertion. The Admiral, however, upon other occasions, and in other circumstances, deferred to the opinion of those with whom he was professionally connected. He was once sent with a command to intercept the St. Domingo fleet of merchantmen, and was waiting near the track that it was supposed they would take, when one of his seamen came to him to say that the fleet was now in sight; the Admiral took his glass, and from his superior power of eye, or perhaps from previous information, said, that the sailor was mistaken, and that what they saw was the grand French fleet. The seaman, however, persisted. The Admiral desired some others of his crew to look through the glass; they all, with their brains heated with the prospect of a prize, declared, that what they saw was the St. Domingo fleet. The Admiral said, "Gentlemen, you shall never say that I have stood in the way of your enriching yourselves: I submit to you; but remember, when you find your mistake, you must stand by me." The mistake was soon perceived, and the Admiral, by such an exertion of manœuvres as the service has not often seen, saved his ship.

He was so little infected with the spirit of party that formerly prevailed in our Navy, to the great loss of the country, and the disgrace of the profession, that when, on his return from some expedition, he found his friends out of place, and another Administration appointed, and was asked, Whether he would continue as a Lord of the Admiralty with them? he replied, very nobly, "The country has a right to the services of its professional men: should I be sent again upon any expedition, my situation at the Admiralty will facilitate the equipment of the fleet I am to command."

A favourite Captain of his used to declare, that previous to some engagement, whilst he was contemplating with transport the excellence of his ships, and the courage and skill of their Commanders, he said to him, "Admiral, do you think that all your Captains will do their duty in the engagement?" "I trust they will," replied he; "but, Lieutenant B., if they do not, the first person that I observe to fail, I shall send you to his ship to supersede him." At a time when party disputes ran extremely high, he adhered strictly to the memorable advice of the illustrious Blake, who on a similar occasion observed, "It is not for us to mind state affairs; we are to prevent foreigners from fooling us." No greater testimony of the merit of Admiral Boscawen can be given than that afforded by the late Lord Chatham, when Prime Minister of this country: "When I apply," said he, "to other Officers respecting any expedition I may chance to project, they always raise difficulties, *you* always find expedients."

ANECDOTE OF CAPTAIN MARTIN.

THE following interesting anecdote is taken from a curious work just published, entitled, *The Principal, Historical, and Allusive Arms, borne by the Families of the United Kingdom of Great Britain and Ireland, &c.*

Captain Martin, while commanding the Marlborough Indiaman, was attacked by three French ships of war; one of 70, one of 60, and one of 32 guns; of which last force his own ship was. They had taken a station in India to intercept all the outward-bound ships that year. The Marlborough's cargo was valued at 200,000*l.* sterling, having 100,000*l.* in foreign specie on board; this Captain Martin supposed they knew, as otherwise he was of opinion they would have sunk him with their lower tier, when two or three times near him. He first saw them on Thursday morning, and it was Saturday night before he was quite clear of them. His Officers and people would persuade him they were English ships, and mentioned their names; the largest they called the Barrington; upon which he hauled up his sails, and was sending his boat to invite the Captain to dinner, and to learn their news; but not being thoroughly satisfied, while viewing them with his glass, he perceived the largest open her lower tier of ports; and asking if the Barrington had two tier of ports, he was informed not; on which he recalled his boat, and made all the sail he could; which they no sooner observed but they began to fire upon him, hauling down English and hoisting French colours, continuing a brisk engagement for two or three glasses before he could get any distance from them. They kept chasing him till the next day, when they were so near that they could hear what was said on board each other's ship. Perceiving thick weather arising, he formed a scheme which proved of great service to him. He quietly ordered every man to his post, and the sails to be trimmed as sharp as possible; he then told the man at the helm, that when he ordered him to put the helm hard a-weather, he must put it hard a-lee; and that if he made no blunder he would reward him handsomely, but if he erred he would shoot him through the head. Then going on the poop, and seeing the French ship so near, he stamped with affected wrath, and asking him if he had a mind to be on board her, bid him put the helm hard a-weather; he put it quite contrary, as ordered, and brought the ship quite round, almost under the French ship's bowsprit, which surprised them greatly, they imagining he designed to board them. As soon as they were convinced that was not his design, they began to fire and put their helm hard a-lee too; but their sails not being prepared like his, were all taken aback, which put them into great confusion; and had there been as much wind as he expected from the appearance of the weather, in all probability they had lost all their masts, which was his aim; but as it was, before they could get in a proper condition to follow him, he had got above a league ahead. This was reckoned very able seamanship, as well as a serviceable stratagem. Being at such a distance when night came on, he easily altered his course without observation. He got close in under land, and anchored to refresh his people, and repair his rigging and sails, which were much shattered. He declared he never slept sounder for four or five hours than he did that night on the open deck, with a log of wood for his pillow. Not being perfectly secure, at dawn of day he ordered some men up to the mast-head, to keep a good look-out; where they had not been long before they cried out they espied a pagoda, but he knowing the coast very well, knew there could be no such thing in sight, and concluded it to be one of the French ships. He immediately cut away his anchor, and made all the sail he could; but before he was well under weigh the French sixty gun ship was nearly up with him. Thus they continued all day. At night he once more effectually deceived them. As soon as it was dark, he ordered a light to be placed in the great cabin window, and no other light to appear in the ship; he then ordered a water-cask to be sawed in halves, in one of which he fixed a mast exactly the height of the light in the window, to which he affixed a candle and lanthorn, and putting the light out of the window, turned the cask adrift. The French soon came up with it, and believing it was his ship, and that he meant to fight, prepared for action; but before all was arranged it sunk, and left them in a perplexity how to proceed. Captain Martin continued his course, and in a short time arrived safe in the port he was bound to.

BRITISH BRAVERY.

THE following anecdote illustrating the true spirit of a British tar, is highly worthy of being recorded in the history of our naval exploits:—A Captain Goodall, husband to Mrs. Goodall, late of the Haymarket Theatre, was, immediately after the declaration of war, appointed to the command of a privateer, called the Catherine and Mary, which was fitted up at the expense of some London and Deal merchants. Her whole expense of outfit, &c. amounted to 1,600*l.* and in about three months she captured prizes to the value of not less than 50 or 60,000*l.* However, between two and three months ago, she fell in, off Scilly, with a French brig in possession of two West Indiamen. The brig mounted twenty-two six pounders, and her crew consisted of 150 men. Goodall's privateer mounted ten four-pounders, and his crew consisted of forty men, yet he immediately attacked the brig, succeeded after a very sharp action in beating her off, and recaptured the prizes. This took place in the evening, and the sea being very calm during the night, Goodall was unable to move. The French brig was able, in the interim, to repair the greater part of the damage she had sustained, and again attacked Goodall in the morning. Our gallant tar maintained the action until his ammunition was entirely expended. When the guns were about to be loaded with the last charge, his Officers exhorted him to surrender, telling him that there was but one charge remaining: "Then," exclaimed Goodall, "*b—st their eyes, let them have it!*" He was obeyed; and when this round was discharged, the brave fellow was obliged to surrender. The French, however, found the privateer in such a shattered state, that they did not think it worth taking with them. They, therefore, gave it up to the Doctor and a part of the crew, who have since brought her into Plymouth. Goodall, and the principal part of his comrades, are prisoners in France. From a drawing which has been made of the privateer, there does not appear half a foot square of her sails which has not been perforated, and her sides are almost entirely torn away.

MONUMENT OF THE LATE CAPTAIN PARKER.

THE following is a copy of the Inscription intended for the Monument of Captain Parker, erected at Deal, by Rear-Admiral Thornborough:—

The Remains of Captain EDWARD THORNBOROUGH PARKER, *of the Royal Navy, are here interred.*

He was selected by Lord Viscount Nelson, and received the command of a division of the fleet, for the purpose of attempting to cut out or destroy the French ships in Boulogne harbour. In the gallant execution of this arduous enterprize, in the night of the 15th of August, 1801, he was wounded by a musket shot, which, on the 27th of September following, terminated a career of glory, most auspiciously begun, in the 22d year of his age.

Eheu! quam multis flebilis occidit!

This stone records a gallant Hero's name,
Whose youthful bosom glow'd with Virtue's flame:
A nation heard with tears his mournful doom;
"The Flow'r of Valour, wither'd in its bloom."

LIFE PACKETS.

BY recent intelligence from Botany Bay, it appears that both the useful and polite arts are making considerable progress in that extensive colony. A marine invention has lately taken place; and, though we are not in possession of the particulars, we think it highly worthy of notice. Several small vessels, composed entirely of fir-wood, have been built and launched: their construction is such, that they cannot sink, and they are therefore termed *Life Packets.* When under sail they are worked and kept to windward by means of sliders; and in calms, and against light winds, are impelled by wheels. If the plan be found to succeed, we think it would be rendering an essential service to the maritime part of society, to make the whole of the particulars public.

MARINE LOG.

M. LEGUIN has invented a new log, by means of which the way made by a ship will be more easily and more accurately obtained than by the common log-line. The new log is furnished with wheel-work and an index: the former is put in motion by the water, and the latter shews the way of the ship by the number of divisions it passes over in a given time. The public is already indebted to this gentleman for another mechanical instrument, invented in the year 1790, and approved by the Board of Longitude at Amsterdam; by which the apparent distance of the centre of the moon from that of the sun, is reduced to the true distance, and consequently the calculations for obtaining the longitude of a place are simplified.

GOULD'S SAND GLASS.

MR. GOULD, of Red Lion-street, Clerkenwell, has obtained a patent for a glass, on a new principle, to be used by mariners at sea for the purpose of ascertaining the ship's rate of sailing.

Instead of the half-minute and quarter-minute sand-glasses now commonly used at sea, when the log is thrown for the purpose of ascertaining the ship's rate of sailing, Mr. Gould procures glasses to be blown about the shape and size of an orange or a hen's egg, with a small hole at each end. These holes are to be so enlarged, by means of a round file, till the glass will empty itself at one end in half a minute, and at the other in fifteen seconds, thereby making one of these glasses answer the purpose of two sand-glasses. Some of them are made to measure time at one end only, leaving the other open, so that they may be more rapidly filled. When they are prepared for use they are filled with water, by emersing them in a bucket, or other vessel of water, and the water prevented from escaping for a proper time, by placing the thumb over the hole at one end of the glass. They are used in the same manner, and for the same purpose, at sea, as the common sand glasses are. They are much more correct and uniform in their action, and less liable to accidents. They may also be made to run a longer time, and to answer several purposes on land as well as at sea.

STORCK'S SUBSTITUTE FOR BREWERS' YEAST.

A MR. STORCK, of Tottenham Court Road, has obtained a patent for making a substitute for brewers' yeast, the method of which is as follows:—Take six pounds of malt and three gallons of boiling water, mash them together, cover the mixture, let it stand three hours; then draw the liquor off, and put two pounds of brown sugar to each gallon of liquor, stir it well till the sugar is dissolved; then put it in a cask just large enough to contain it, and cover the bung-hole with brown paper: let it stand four days, kept to a blood-warm heat. Prepare the same quantity of malt and boiling water as before, but without sugar; mix it all together, and let it stand forty-eight hours, when it will be fit for use. This is called by the patentee *the fermentation*.

To make twenty-six gallons of *the substitute*, put twenty-six ounces of hops to as many gallons of water, boil it full two hours, so as to reduce the liquor to sixteen gallons. Take this, and mash it with the malt, when the liquor is at 190°; it must now stand two hours and a half, and be strained; ten gallons of boiled water, at the same heat, is to be mashed with the malt, strained, and cooled. Take the first liquor, when blood-warm, and put it to four quarts of the fermentation: mix it well, and let it stand ten hours. Take the remaining ten gallons of the liquor, and put it with the sixteen gallons of liquor, let it stand six hours, and then it is fit for use, in the same manner, and for the same purposes, which brewers' yeast is made use of.

The advantages attending this invention are, that the substitute for yeast will keep sweet and good longer than brewers' yeast, may be made and used in all weathers and climates, and is the means of making bread more white and lighter than brewers' yeast; two gallons are sufficient for twelve bushels of bread, and it must be kept cooler than brewers' yeast throughout the whole process.

LOUTHERBOURG'S HISTORICAL PICTURES.

THE pencil of Loutherbourg has been recently employed in describing two of the greatest events that distinguished his Majesty's arms during the late war; those relative to the expulsion of the French from Egypt, which highly evinced the bravery and discipline of the army sent on that expedition, and sustained the honours obtained by the British arms, in whatever quarter directed to oppose the enemy. He has represented the landing of the British forces in the bay of Aboukir in a very masterly and forcible style. The portraits are good likenesses; and the energy of the English seamen and soldiers is strikingly descriptive of the gallant intrepidity which animated so glorious a struggle.

His second picture is the decisive battle fought by the ever to be honoured hero, Sir Ralph Abercrombie: in the centre of it is placed the wounded General, surrounded by his Officers, receiving the Invincible Standard from the hands of Lutz, the German private; the agony occasioned by his wound, mingled with the smile of approbation derived from the glorious victory, is expressed in the countenance with beautiful effect; and the other features of the painting are equally fine. This picture was originally finished with the Invincible Standard in possession of a Highlander; but the difference of opinions which for some time became prevalent, relative to the person who had the honour to take the flag alluded to, induced the artist to make an alteration; and Lutz, whose claim appeared to be most generally sanctioned, was substituted in the composition. Both these productions of art will appear at the exhibition at the Royal Academy the ensuing year.

WEST INDIA DOCKS.

THE hull of a West Indiaman is nearly completed in artificial stone, intended to be placed over the grand entrance into the West India Docks at Blackwall. The length from stem to stern is upwards of ten feet, with height in proportion. The sides are beautifully adorned with all the minute appendages of a vessel of the above description, and the stern is ornamented with the various produce of the West Indies, finely modelled by artists of the first reputation. Her name, the *Hibbert*, (after Alderman Hibbert, the principal Director of the Docks' Company,) will appear on her counter; and her masts, yards, tops, and rigging of every kind, will be fitted by seamen employed for that purpose. When entirely finished, and erected in its position, the above production of the arts will be highly worthy the attention of a spectator; and from its public situation will become a great national ornament.

ANECDOTE OF WILLIAM, SURNAMED LONGSWORD, EARL OF SALISBURY.

IN the year 1222 or 1223, when William, Earl of Salisbury, was returning from an expedition to the Holy Land, he was overtaken at sea by a violent tempest, which gave rise to the following narrative of a miraculous interposition, so consistent with the superstitious genius of that age:—" There arose so great a tempest at sea, that, despairing of life, he threw his money and rich apparel overboard. But when all hopes were past, they discerned a mighty taper of wax burning bright at the prow of the ship, and a beautiful woman standing by it, who preserved it from wind and rain, so that it gave a clear and bright lustre. Upon sight of which heavenly vision both himself and the mariners concluded of their future security; but every one there being ignorant what this vision might portend, except this Earl, he attributed it to the benignity of the Blessed Virgin; by reason, that upon the day when he was honoured with the girdle of knighthood, he brought a taper to her altar, to be lighted every day at mass in honour of her, when the canonical hours used to be sung, and to the intent, that for this terrestrial light he might enjoy that which is eternal."

DESCRIPTION OF PLATE CXXXVI.

HALIFAX, a town of Nova Scotia, in North America, is commodiously situated on Chebucto Bay, 789 miles N. E. of New York, in longitude 63° 30′ W. latitude 44° 45′ N.

The harbour, of which we have presented an accurate view, is a very fine one, with safe anchorage, and sufficiently large to shelter a squadron of ships throughout the winter.

The building of the town of Halifax commenced in the year 1749, at which period three thousand families were transported from

England, at the expense of Government, for the purpose of forming a settlement. Its name was derived from the Earl of Halifax, to whose knowledge, care, and attention, the infant settlement was very particularly indebted. The town is fortified by an entrenchment, and is strengthened with some forts constructed chiefly of timber. From its situation, which is exceedingly convenient for the fishery, and from its having a communication with most parts of the province, either by land-carriage, the sea, or navigable rivers, Halifax now enjoys a very considerable portion of trade.

The climate is healthful, but is somewhat subject to fogs: the winter is long and cold, and the summer is intensely hot.

Sailing Directions.

The following directions for sailing into Halifax harbour are copied from a chart published by I. F. W. des Barres, Esq. in 1776. Sailing from the westward, in order to avoid the ledges and breakers around the light-house island, approach it not nearer than two miles and a half, and continue your course easterly until you bring the S. E. Red Head of Cornwallis Island and Chebucto Head in one; then steer (N. 10° E.) in that direction, observing to be careful of the Bell, a sunken rock, which lies E. N. E. 410 fathoms distant from Cape Sambro, and S. 5° W. 800 fathoms from Chebucto Head. The middle red cliff of Cornwallis Island, on with Chebucto Head, will lead you clear on the east side of it. Passing by Chebucto Head, give it a birth of 100 fathoms. You may thence, keeping George's Island a sail's breadth open with Sandwich Point, steer through the east of the Channel, up to the harbour, and leave the Litchfield and Mars sunken rocks on your west side, and the shoals extending from Cornwallis Island, on your east. When you come as high up as Sandwich Point, keep that shore on board until you are above Mauger's Beach, then stand over to the eastward to avoid Point Pleasant Flats, taking care, in order to keep clear of the shoal N. N. W. 2° N. between three and four cables' length distant from the N. W. end of Cornwallis Island, that you do not shut in the house at the extremity of Mauger's Beach, with the island. On both sides of George's Island the water is deep to the anchoring ground. Coming from the eastward, steer for Chebucto Head until you open George's Island a ship's breadth, with the N. W. end of Cornwallis Island, and run up for the harbour as above directed.

Catch Harbour has a bar across its entrance, with nine feet at low water, and it breaks when the wind blows upon the shore. It is frequented by small vessels only.

THE

SECOND REPORT OF THE COMMISSIONERS OF NAVAL INQUIRY.

[Continued from page 222.]

OUR opinion respecting the objects of this institution, is strengthened by the observations and proposals laid before us by Charles Hope, Esq. Commissioner of the Navy at Chatham, and resident Supervisor of the Chest*.

* *Chatham Dock-yard, April* 21, 1803.

Having observed since my residence as Commissioner at Chatham, and Supervisor of the Chest, that the pensioners are put to great inconvenience in travelling from distant parts of the country at stated periods, to make their appearance at the Chest for the renewal of their tickets, and in order to support themselves while here, and to get a little money to carry them home, are obliged to put themselves into the hands of agents, who are for the most part publicans, from which it may be supposed that the poor cripple carries but a small proportion of his pension home with him; and not being able, when there, to receive their pensions, they are obliged to employ agents to receive the pensions of those years when their appearance is not necessary:

And also having observed a number of persons attend as pensioners at the general pay, who, agreeable to the institution of the Chest, do not appear proper objects of charity, the following proposals are submitted to the Commissioners of Naval Inquiry, for their consideration.

CHAS. HOPE.

PROPOSALS.

1st, No person in future should be admitted as a permanent pensioner, but for the loss of a limb, eye, or incurable wound. The latter case to be judged of and decided by the Governors and Surgeons of the Chest; at Portsmouth and Plymouth, by certificate from the Surgeons and Surgeons' Assistants of the Royal Hospitals and dock yards, agreeably to the form annexed.

2d, Men at Portsmouth or Plymouth, having the usual smart tickets from the Captains and Officers of the ships to which they respectively belonged, expressive of loss of limb, eye, or incurable wound, should be admitted to the benefit of the Chest without appearing at Chatham, such persons, previous thereto, undergoing an examination before the Surgeon and Surgeon's assistants of the Royal Hospital and dock-yard, who should certify as in the preceding article; which certificate, together with the smart ticket, should be transmitted to the Governors at Chatham for their decision, as to the amount of pension to be allowed annually; and the money given as present relief might be remitted as hereafter proposed.

3d, Pensioners should be enabled to receive their pension money annually at their respective places of abode, either by remittance, or by the mode adopted

To relieve the pensioners from the extortionate commission charged by the agents, and to enable them by habits of industry in their respective parishes, to contribute to the support of their wives and families, and to prevent their becoming public beggars, and useless members of society, to which, we fear, their journies to Chatham too frequently lead, we recommend that their pensions be remitted to them half yearly, and made payable at their respective homes, by means of the officers of the customs and excise, according to the mode now

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for Greenwich pensioners; if by remittance, an act of the Legislature will be required; and before any remittance of pension money is made, most rigid attention should be paid to the affidavits and proofs of life sent to the Governors, who, in cases of doubt, should haye power to oblige the parties to appear before the magistrates at the assizes or quarter-sessions of the county in which they reside, more especially in Ireland, the proofs exhibited from thence being frequently incorrect, doubtful, and fallacious.

4th, Men with smart tickets for slight wounds or inferior hurts, should be obliged to make their personal appearance at Chatham, before they receive relief from the Chest; and if upon an examination of the Surgeons, in the presence of the Governors, their hurts are not such as may be deemed pensionable, or to render them incapable of serving as seamen, or get their living in the way of their usual occupations, they should be paid money as full compensation for such wounds or hurts, and not become annual pensioners. It is indispensably necessary such persons should appear at Chatham. Experience proves that many of this class come before the Governors with smart tickets from ships in the vicinity of Chatham, whose cases are very slight, and in all probability would not think of applying for relief, but from local situation; it is also to be observed, that men in some cases travel from distant ports with smart tickets for hurts, slight in their nature; and likewise believed, that if a more due regard was paid by the Surgeons not to grant smart tickets for trifling hurts, a considerable saving would be made to the Chest, and thereby afford the Governors the power of increasing the stipend of the real objects of the institution. The Governors are aware no positive rule can be framed for the guidance of the Surgeons, it often occurring that the most serious consequences result from slight hurts, particularly in warm climates; but from the number of ruptured cases, there is great reason to suppose many men obtain smart tickets for such who did not get their hurts in the king's service, owing to a want of proper inspection upon being received into the Navy, or on board the ships in which they are appointed to serve.

Some mode should be adopted to get rid of the number of pensioners who are now deriving benefit from the Chest, who are not objects of charity; and though very soon after this institution, 9th of August 1672, a minute was made by the Governors that none should receive pensions from the Chest that could get their livelihood without it, it seems to be wholly lost sight of, and every man who is made a pensioner continues so, unless perfectly recovered, let his situation in life (except in the instance of promotion in the service,) be what it will; and though these sums are trifling to the individual, in the aggregate they form a large demand on the funds of the charity.

practised in the payment of the out-pensioners of Greenwich Hospital *.

To prevent the impositions which may arise from the adoption of the proposed measures, we recommend that books be kept, containing

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FORM OF CERTIFICATE.

These are to certify, the Worshipful Governors of the Chest at Chatham, that *A. B.* mentioned in the smart ticket delivered from his Majesty's ship hereunto annexed, appeared before us this day; and that upon a careful examination of his wounds, we find he has [*describe the nature of the hurt in words at length*].

Dated at the

Surgeon,
Ditto Assistant. } Royal Hospital.
Surgeon,
Ditto Assistant. } Dock-yard.
CHAS. HOPE.

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* *The Mode adopted by the Treasurer of Greenwich Hospital for paying the Out-pensioners—transmitted by Viscount Hood, Governor of the Hospital, 3d March* 1803.

When an out-pensioner is first entered, his name and address are fully taken down, with a particular description of his person.

A parchment ticket is then given him, which he is cautioned to take great care of.

Should he reside in the vicinity of London, he is required to appear on each quarter day at the Hospital, or so soon after as convenient, to receive his pension, bringing with him his ticket.

If his place of abode be at any distance, a remittance bill is made out, and forwarded to him agreeably to his direction; at the same time, a counterpart is sent to the Collector of the Customs or Excise in the town nearest the place of the pensioner's home, and upon his producing such bill, properly vouched as to the identity of his person, to the Collector, and shewing his ticket, the money is paid him without any deduction.

The Collector, in order to be repaid, transmits them to the Department of the Treasurer of the Navy in London, from whence they are paid, and taken up by the Treasurer of the Hospital quarterly.

A bill is sent to the Collector, and another to the pensioner, whereby any mistake can more easily be rectified in case of miscarriage, &c.

The whole of these bills, both to the Collectors and pensioners, are dispatched to the Admiralty as soon after quarter day as possible, there to be franked, and sent by the post; but it may be highly necessary here to observe, that much inconvenience has arisen from this mode of conveyance, since delays have been repeatedly complained of, and with too much reason. If a method could be adopted to sanction their going free from the Treasurer's office, it would at once save much expense to the institution, and add to the convenience of the pensioner.

particular descriptions of the persons of all the pensioners, one for the pensioners for life, and another for those whose pensions are for a limited time; and that all pensioners may be accurately described, those now enjoying limited pensions should be obliged to appear at the Chest at the expiration of their present tickets; and that to entitle the pensioners to the payment of their pensions, the certificates of life should contain descriptions of their persons corresponding with those entered in the description book, and be signed by the minister and churchwardens of the parish in which they may reside, and attested before a magistrate.

The affairs of the Chest being administered by a fluctuating body, removable every year, and actually changed in two years, is liable to many objections; the constant and minute attention necessary to secure the due administration of so great and extensive a trust, obviously requires that it should be executed by a distinct Board, composed of men of diligence and ability, and constantly resident on the spot.

In the consideration of this subject, the Royal Hospital at Greenwich, as being instituted for nearly similar purposes, presented itself to us as the most eligible department under which it could be placed.

We therefore recommend, that the Chest at Chatham be removed to Greenwich Hospital, to be managed as a separate branch of that Institution, and henceforth denominated the Chest at Greenwich.

The removal of the Chest to Greenwich, besides the advantage of a permanent government, would prevent the possibility of the pensioners receiving relief from both Institutions, and offer an easy selection of persons from the partial relief of one to the superior and lasting benefit of the other; from its being fixed in the neighbourhood of the metropolis, it would afford an easy and cheap conveyance by water to such persons as are obliged to appear at the Chest, instead of travelling by land to Chatham; the expense of conducting-money to Chatham, for the payment of pensions, would be avoided, and also the expense of the journies of the Accountant to London, for the purpose of vesting money in or selling out of the Funds, and transacting the necessary business with the Public Offices.

If, in opposition to the removal of the Chest, it were urged, that, having been founded originally on voluntary contribution, and the conduct of the trust allotted to a particular description of persons, any innovation would be an infraction of the original compact; it might

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The whole of the Collector's parts for Ireland are sent under cover to the Commissioners of the Revenue, Dublin, from whence they are sent to the Collectors of the different districts.

If a pensioner loses his ticket, he must make an affidavit to its loss ere he can receive his pension.

he replied, that although the stoppages from the wages of seamen might, in the first instance, be felt as a real deduction, yet that an increase of wages having at different times been made, in which these defalcations had no doubt been duly considered, this mode of establishing a fund for their relief could no longer be said to operate as a diminution of their pay; besides, the grants of the mulcts, the stoppages for the pay of Chaplains and Surgeons in certain cases, and of the free gift of land of King Charles the Second, are acts wholly independent of the first Institution.

It does not appear, by a reference to the decree made in the year 1617, that the payments of the Chest were meant to be confined to any one place; for it is there stated, that Sir Peter Buck, and others, did owe to the Chest certain sums, being balances of accounts of money intrusted to them to be distributed to divers hurt and maimed persons at the places where they dwelt; at that time the river Medway being the general rendezvous and depot for the fleet, the greatest part of the payments were made at Chatham; but, whatever might have occasioned the first establishment of the Chest at that place, there seems to exist, at the present day, no cause for its continuance; and that the interests of the institution alone should be considered, both with respect to the place, and the manner, in which its affairs should be conducted.

To obviate any objection that might be made to this change, that the persons in office would suffer in their reasonable expectations, we have to observe, that the Governors, by the rules of the establishment, continue in office only for two years; that they are chosen from such Boatswains, Gunners, and Pursers, as belong to ships which happen to be at Chatham, and of course liable at all times to be called away.

We propose, that all matters at present under the superintendance of the Supervisors of the Chest at Chatham, be transferred to, and placed under the controul of the First Lord Commissioner of the Admiralty, the Comptroller of the Navy, and the Governor and Auditor of the Royal Hospital at Greenwich, for the time being, as Supervisors:

That the immediate administration of the affairs of the Chest at Greenwich, the management of the funds, the allotment and payment of pensions, and all other duties now performed by the Governors, be conducted by five persons selected and appointed by the Supervisors from the Lieutenant Governor, Captains, and Lieutenants on that establishment, being such as from their state of health, and other considerations, may be judged most competent to perform the duties of the office; these to be called " Directors of the Chest at Greenwich:" any vacancies by death, resignation, or removal by the Supervisors, to be immediately filled up by the remaining Directors, subject to the approbation of the Supervisors:

That a proper office be allotted, either within or near to the Hospital, for the meetings of the Directors, and transacting the business:

That all the records, books, and accounts, now in the custody of the Governors of the Chest at Chatham, be delivered over to the Directors of the Chest at Greenwich, and by them carefully preserved:

That the money belonging to the Chest at Chatham in the Funds, be transferred to, and stand in the names of "The Supervisors of the Chest at Greenwich," as a Corporate Body.

To prevent persons soliciting relief from being unnecessarily detained, we propose, that a meeting of the Directors be held weekly instead of monthly, as at present.

The necessity for the interposition of agents being done away by the mode proposed of paying pensions at the respective places of abode of the pensioners, all powers of attorney, and bargains for the sale of pensions, should be rendered illegal.

All letters and packets, for the purposes of the Trust, should be allowed to pass free of postage.

We recommend, that the rules and regulations for the conduct of the Officers of the Chest now in use, be continued in force, except where they may militate against the proposed amendments; and that all future regulations made by the Directors, before they are carried into effect, be sanctioned by the approval of the Supervisors.

In addition to the Officers before enumerated, it will be necessary to have an Accountant, with sufficient clerks, to perform the business of the office, whose appointment, we think, should rest with the Directors; and we beg leave to suggest, that a considerable advantage might, in the first instance, arise from the employment of the present Accountant to the Chest, who appeared to us fully qualified for the situation.

The allowance to the several Officers and Clerks, we propose may be as follows; against which we have placed the expense of the present establishment, together with such charges as will be avoided by the removal of the Chest to Greenwich.

PROPOSED ESTABLISHMENT.		£.	s.	d.
5 Directors, in addition to the pay received by them from the Hospital, at 60*l.* *per annum* each		300	0	0
1 Surgeon, in addition to the pay from the Hospital		50	0	0
1 Assistant ditto		30	0	0
1 Accountant		300	0	0
1st clerk to ditto	140*l.*			
2d ditto	100			
		240	0	0
Cheque upon the Treasurer of the Navy		60	0	0
1 Door-keeper	being pensioners residing in the hospital.	10	0	0
1 Messenger		10	0	0
Coals	As at present.	1	18	0
Stationary		20	2	10½
Postage		15	5	10
Various petty acc.		30	16	8
		1,068	3	4½

PRESENT ESTABLISHMENT.	£.	s.	d.
9 Governors, 3 of them being Officers of the dock-yard, receive no emolument; the 6 other Governors	483	0	0
1 Surgeon, being the Surgeon of the yard	0	0	0
1 Assistant ditto	70	0	0
1 Accountant	100	0	0
Clerks	222	5	6
Cheque upon the Treasurer of the Navy, including travelling expenses and subsistence at Chatham during the general payment	106	0	0
1 Door-keeper	28	17	0
Assistant ditto	18	7	0
Messenger	8	16	0
Attorney	30	0	0
Attorney's bill	14	6	8
Disbursements for breakfasts for the Governors and Officers of the Chest	96	13	2
Conducting-money from London	8	15	0
Coals	1	18	0
Stationary	20	2	10½
Postage	15	5	10
Various petty accounts	30	16	8
	1,255	3	8½

The expense of the present establishment, as above, is 4*l.* 14*s.* less than the sum stated in the body of the Report, arising from an error in the accounts with which we have been furnished.

Some difference will be observed between the expense of the present and the proposed establishment. A further advantage will be derived by the sale of estates; but these are inferior considerations compared with the comfort and relief afforded to the pensioners, by their being paid at their own homes, and thereby rescued from the exactions of the agents, amounting in some cases to 7½, in others to 25 *per cent.* besides the expense of remittance.

CHAS. MORICE POLE, (*L. S.*)
EWAN LAW, (*L. S.*)
JOHN FORD, (*L. S.*)
HENRY NICHOLLS, (*L. S.*)

Office of Naval Inquiry,
No. 24, *Great George-street,*
4th June, 1803.

THE
THIRD REPORT OF THE COMMISSIONERS

Appointed by an Act of the Forty-third Year of the Reign of his present Majesty, entitled, " An Act for appointing Commissioners to inquire and examine into any Irregularities, Frauds, or Abuses, which are or have been practised by Persons employed in the several Naval Departments therein mentioned, and in the Business of Prize Agency, and to report such Observations as shall occur to them for preventing such Irregularities, Frauds, and Abuses, and for the better conducting and managing the Business of the said Departments, and of Prize Agency, in future."

BLOCK CONTRACT.

HAVING had reason to apprehend that some irregularities had obtained in supplying his Majesty's Navy with blockmakers' wares, we were, in pursuance of the duty imposed on us by the Legislature, induced to call on the principal Officers and Commissioners of his Majesty's Navy for a copy of their contract with Mr. Walter Taylor, of Southampton, and for copies of their several warrants to the Officers of the yards, for increasing and reducing the prices of the articles to be supplied.

This contract was not made according to the general practice of the Navy Board, by public advertisement for tenders, and closing with the person making the lowest; but the terms offered by Mr. Taylor having been deemed advantageous to the public by the Navy Board, were submitted to the consideration of the Right Honourable the Lords Commissioners of the Admiralty, and approved.

The contract is dated the 8th of April 1791, by which Mr. Taylor engaged to supply his Majesty's yards at Deptford, Woolwich, Chatham, Sheerness, Portsmouth, and Plymouth, with blockmakers' wares, at an abatement of ten pounds *per cent.* from the prices specified in a former contract, dated the 30th of September 1779, and from the prices of additional articles enumerated in this contract; for which he was to have bills made out, as he demanded them, to be paid in course, according to the rules of the Navy; and to the amount of his bills was to be added the discount which Navy Bills might appear to have borne, by Castaing's paper of the prices of Stock last published, previous to the date of his bills; and in case any of his bills should remain unpaid above six months from the time of their being presented at the Navy Office, then he was to be allowed interest at the rate of four pounds *per cent.* from and after the expiration of the said six months.

The contract commenced on the 8th of October following, for seven, fourteen, or twenty-one years; at the expiration of each of those periods, either party was at liberty to put an end to it, by giving twelve months' notice in writing; or, in the event of any other blocks with improved coaked shivers being found, on proper experiments, to be better adapted to the use of the Navy than Mr. Taylor's, then the Navy Board might dissolve the contract by a similar notice.

For the due performance of the covenants contained in this contract, Mr. Taylor entered into a bond, with two sureties, for two thousand pounds.

It may be supposed, from what is before stated, that the terms of this contract are more favourable to the public than the contract of 1779; but in fact, it was entered into upon the terms at which that contract stood, previous to its termination in 1791; an abatement of five *per cent.* being provided for in the contract of 1779 in time of peace, and a further abatement of five *per cent.* having been made in 1785, in consequence of the discount being added to the contractor's bills.

In order to give a clear and distinct view of the management of this contract, we shall first state how the supplies of the different yards were branched by Mr. Taylor, and then detail his several applications for increased prices, with the warrants of the Navy Board thereon; offering such remarks as occur in the course of the detail.

Mr. Walter Taylor reserved the supply of Portsmouth yard to himself; but soon after he obtained this contract, he entered into an agreement with Mr. Thomas Fox (then in partnership with Mr. Samuel Taylor and Mr. Irwin, jun.) for the supply of Deptford and Woolwich yards, they agreeing to pay him five pounds *per cent.* on the amount of all bills for goods delivered by them, after deducting the fees of office, and other trifling expenses; Mr. Walter Taylor supplied the small blocks to those yards, for the making of which his machinery was particularly adapted.

Mr. Walter Taylor entered into an agreement, also, with Mr. Bartholomew Dunsterville, of Plymouth, for supplying his Majesty's yard there with certain articles of blockmakers' wares; but he reserved to himself the making the shivers and pins, the profitable articles of the contract.

Mr. Irvin, senior, had the supply of Chatham and Sheerness yards.

Mr. Walter Taylor, on the 23d of July 1793, stated to the Navy Board, that metal and lignum vitæ had advanced one-fourth in price since the date of his contract; that labour had much risen; and that in consequence of the pressing demands made on him, he had been put to very great expense in sending goods to Deptford and Woolwich by land-carriage; and, therefore, he requested to be allowed the additional price which had been always granted in time of war to block-contractors, stating that Messrs. Farrar and Company had, on their contract of the 30th of September 1779 (from which his was taken), been allowed an advance of six pounds *per cent.*; and that previous thereto, there had been an allowance of ten *per cent.* during war; but that by some unlucky mistake in wording his contract, the war-price had been omitted.

On the 5th of August 1793, the Navy Board entered into an agreement with Mr. Walter Taylor for the further supply of certain enumerated articles, at specific prices, subject to the abatement of ten *per cent.*, and forming with the preceding contracts a common basis for the prices.

The Navy Board, in their warrant of the 8th of August 1793, state, that Mr. Walter Taylor had desired an advance of six *per cent.* on his bills, and direct him to be allowed the six *per cent.* accordingly from the commencement of the then armament, and during the war; the same to be added to the gross amount of his bills, and the deduction of ten *per cent.* to be made therefrom, and not from the advance of six *per cent.*

The Navy Board, on the 16th, from an apprehension that the former advances in war on the prices of the block-contract had been granted in consequence of the discount on Navy Bills, suspended the operation of their warrant of the 8th; but in consequence of the expostulation of Mr. Walter Taylor, in his letter of the 19th, they, on the 23d, directed that warrant to be carried into execution.

Whether the omission of the war-price in Mr. Walter Taylor's contract was an oversight or not, we think he was not justifiable in making his application to the Navy Board for an advance of six *per cent.*, as, at the time he made it, his son and son-in-law, Mr. Thomas Fox and Mr. Samuel Taylor, were actually paying him five *per cent.* for permission to carry on a part of the contract, and we cannot suppose he would leave them without a reasonable profit on their business; and more especially as we find that as soon as he did obtain the advance of six *per cent.* he took to himself one-third of it, and left them to supply Deptford and Woolwich yards at a reduction of seven *per cent.* from the warrant prices of the Navy Board; at which rate they continued to supply those yards until the 14th of July 1800, when their allowance to Mr. Walter Taylor was reduced to five *per cent.*

We are certainly not inclined to think six *per cent.* was a great relative advance, when we consider the probable increased price of labour and materials during war; but we are disposed to conclude, from the circumstances before stated, that the contract was not, in the first instance, made on terms advantageous to the public.

On considering the warrant of the 8th of August, we were led to suppose that the Navy Board had given to Mr. Taylor more than he asked, as it states, that he had desired an advance of six *per cent.* on his bills: whereas the mode of directing that advance actually gave him 6*l.* 13*s.* 4*d.* *per cent.*; and by our examination of Mr. Richard Alexander Nelson, Secretary to the Navy Board, we had reason to believe it was so; but by his subsequent explanation, a statement from the Board, and a reference to the practice under another contract, we find that the warrant in question was made out in conformity to general custom, and that Mr. Taylor got no more than he intended to apply for.

In the beginning of 1795, Mr. Bartholomew Dunsterville, being dissatisfied with his former agreement, entered into a covenant with Mr. Walter Taylor, dated the 12th of February, by which the latter assigned to the former his contract with the Navy Board, as far as it related to the supply of Plymouth yard, on Mr. Dunsterville's agreeing to pay him two-pence per pound on the weight of all such lignum vitæ, brass coaked shivers, and iron pins, as he might deliver under the contract in blocks only, but not upon the shivers and pins supplied without blocks; and Mr. Taylor reserved to himself, by special agreement, the supply of brass-webbed shivers, and iron pins to be used therewith.

Mr. Dunsterville, in his evidence, states, that the two-pence per pound on lignum vitæ, brass coaked shivers, and iron pins, which he paid to Mr. Taylor, amounted to between nine and ten pounds *per cent.* on the whole amount of the bills made out for the supply of Plymouth yard, and that Mr. Taylor continued to enjoy this advantage until the contract with Government was put an end to.

Mr. Thomas Fox, in his evidence, informs us, that he was in the practice of supplying the East India Company's ships with the same sort of blocks as he did the King's yards; that in consequence of the pressure of Government business in 1796, it became necessary to give it up, or sacrifice the India business: that he and Mr. Samuel Taylor resolved on the latter, and that Mr. Irwin, junior, formerly their partner, took it up: that at the time they relinquished it, the prices paid by the East India Company's shipping were from ten to fifteen pounds *per cent.* higher than the Government prices; yet the supply of Deptford and Woolwich yards was more profitable, from the very large amount of the articles supplied.

Mr. Fox states further, that about 1796 Mr. Irwin, senior, gave up the supply of Chatham and Sheerness yards: that he and Mr. Samuel Taylor, having no additional machinery to erect, undertook the supply of those yards; and that as Mr. Irwin had been many years a party in the contract, they allowed him four pounds *per cent.* upon the amount of the bills for goods delivered at Chatham and Sheerness, after deducting the expense of fees, Mr. Walter Taylor's allowance of five *per cent.*, and the advance of six *per cent.* granted by the Navy Board's warrant.

We learn from this evidence, that Mr. Thomas Fox and Mr. Samuel Taylor were actually paying, from 1796 to the 14th of July 1800, nearly eleven pounds *per cent.* on the amount of the bills for goods delivered by them at Chatham and Sheerness yards; viz. the original allowance of five *per cent.*, to Mr. Walter Taylor; a further allowance to him of two *per cent.* being one-third of the six *per cent.* advance granted by the Navy Board, and the allowance of four *per cent.* to Mr. Irwin, senior; and that from the latter period, to the termination of the contract, they continued to pay nine *per cent.* on the amount of their goods; viz. Mr. Irwin's four *per cent.* and Mr. Walter Taylor's original allowance of five.

[*To be continued.*

PHILOSOPHICAL PAPERS.

Observations upon the Monsoons, as far as they regard the Commerce and Navigation of the Port of Bombay.

[*Written by a Gentleman residing at that Settlement.*]

THE readers of the NAVAL CHRONICLE need not require to be told, that our year is divided into two grand seasons, or, as they are called, the south-west and north-east monsoon; that the first generally prevails from May to the middle of September, inclusive; the other during the remaining months; yet we must premise this as an introduction of what follows.

We need scarcely observe, that during the south-west monsoon all the ports and roadsteads on this side of India deny approach; so much so, that between the 15th of May and the 1st of September, ships are precluded by their policies from touching upon the Malabar coast, or from lying in Surat roads between the 1st of May and the 1st of September. Generally speaking, the monsoon is considered to extend from Dunder Head, the southern extremity of Ceylon, to the

Persian Gulf; in order to attain which, they who should sail at this season, would be obliged to make what is called a southern passage; that is, go first to the south of the equator, before they could stretch over to the westward; a voyage that would occupy, for Muscat about forty days, and to Bussorah about two months. The same objection exists against sailing at this season to any part of the Arabian coast. As for the Red Sea, it is considered in vain to attempt it at this season; nor can it be said to be favourable to sail now to the Cape, Mauritius, or any port to the westward.

To the other side of India, on the contrary, it is now the most advantageous period of departing. From the middle of April, even to the middle of August, a voyage to Madras may be made in about twelve or fifteen days; to Bengal from fifteen to twenty days; after this time it becomes excessively tedious, from the necessity of keeping to the eastern side of the Bay, to avoid the violent weather on the Coromandel coast. For the same reason the south-west monsoon is eligible to leave Bombay for any of the ports in the Gulph of Bengal, or the Streights of Malacca; hence also it is the season for sailing to China; after the 20th of August, however, what is called the direct passage to China becomes very precarious, with much probability of finding blowing weather in the Chinese Seas.

With regard to the ports from which ships may be expected to arrive at Bombay during this monsoon, it may be laid down as a general rule, that the quarters favourable to sail to during any season, are those that it is unfavourable to expect any arrivals from, and *vice versâ*; hence from the Persian Gulph, the Red Sea, the Cape of Good Hope, and the westward in general, this is the most seasonable period to expect arrivals; from Muscat a trip may now be made in ten or twelve days, from Mocha in 20 days, and Suez in about a month. It should be remarked, that after September, the Red Sea admits of no egress; ships consequently remaining there beyond that time, must continue there all the north-east monsoon, and are said to have lost their passage; on this account, the 25th day of August is the latest day to which our cruisers are allowed to remain at Suez. From the Cape a passage may be made in five or six weeks; from the Mauritius, in three weeks or a month.

The south-west monsoon is also the most favourable season in which a passage may be made from Batavia or any ports to the eastward, through these southern streights: from Batavia to Bombay, in particular, a passage may be made in about thirty-five days. From Madras and Bengal, during the south-west monsoon, it is necessary to make the southern passage in order to reach Bombay; this will require, in a passage from Madras, from thirty to forty days; and from Bengal from forty-five to sixty days, from the necessity of working out of the river, and beating down the bay to clear Acheen Head. From the Streights of Malacca it is an arduous task to sail for this port, or even to any one on the peninsula of India, owing to the difficulty of working round Acheen Head.

We have now to treat of the north-east monsoon, or the season which may be considered as included between the 15th of August and the 15th of April; in which the first circumstance that occurs to us to remark is, that our coast is rendered in a peculiar manner secure and favourable to navigation; it is now considered the most eligible period for sailing to the Persian Gulph, and in general to all ports to the westward. To Muscat the trip is generally fifteen, and to Bussorah twenty-eight days. The time suitable for sailing to Mocha and Suez, is from the middle of February to the middle of March, when a passage may be made to the first in eighteen days, to the second in twenty-five. If a ship be delayed to the latter end of March, or the beginning of April, the passage becomes more tedious, being then obliged to make the land to the southward of the island of Socatra, before the Gulph can be entered, on account of the southerly winds which prevail, and a current setting to the northward. After the 15th of April a ship bound to the Red Sea would be very likely to lose her passage.

Between the 15th of August and the 15th of September, it may be considered favourable to sail to Madras and Bengal; but after this time the season is suspended, owing to the setting in of the north-east monsoon on the other side of India, which closes the ports on the coast of Coromandel, Golconda, and Orissa, between the 15th of October and the 15th of December; at least this period is excepted in common policies of insurance. After this time again a passage may be made to Madras in thirty, and Bengal in fifty days. This season may be deemed unfavourable to the coast of Pegue and the Streights of Malacca; but for the Streights of Sunda, Batavia for example, it is the best adapted: a passage thither may be made in thirty-five days.

With regard to the seasonable imports in this monsoon, it is at no time more advantageous than now for coming from the Coromandel coast, and in short the whole bay: a passage may be made from Madras in twenty days, from Bengal in a month, and Panang in a month. From the Persian Gulph it is no less favourable, the passage from Muscat being about ten days, and from Bussorah twenty-eight. The Red Sea is now closed; nor is it reasonable to expect arrivals from the Cape or the Streights of Sunda; from the latter, in particular, it is almost impossible at this season to make a tolerable passage.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

THE following paper is transcribed from a work which, I believe, is very little known among English readers, and will, I flatter myself, be acceptable to the philosophical patrons of the NAVAL CHRONICLE. The original of the performance alluded to was written several years ago, in French, but has not long been translated; it is entitled, *Letters upon the Atlantis of Plato, and the Ancient History of Asia; intended as a Continuation of Letters upon the Origin of the Sciences, addressed to M. de Voltaire, by M. Bailly.* The virtuous, unfortunate, and lamented author fell a victim to the guillotine, during the reign of terror in France*. By his *History of Astronomy*, and other works, Bailly's reputation, as an original writer, and a man of profound science, has long been established; and though, in some instances, he may be too much addicted to fanciful speculation, his writings cannot be perused without their imparting both instruction and delight.

I am, Sir,

Yours, &c.

L.

OF CENTRAL FIRE, OR THE INTERNAL HEAT OF THE GLOBE.

Paris, 19th Sept. 1776.

YOU have never read the doctrine of central fire: I shall then, Sir, have the pleasure to explain to you this beautiful system; I should rather have said, important discovery; it is the basis of the hypothesis of the earth's gradual refrigeration, and it is with this, of course, it is proper I should begin. Give me leave to observe, that Tartarus has no connexion with central fire. Tartarus is the image of conscience in wicked men; physical truths are only revealed to minds pure and tranquil. The virtuous Mairan, who first made the discovery of central fire, was born for the Elysian Fields, where his meek and placid philosophy would have amused the shades, by the recital of his ingenious system.

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* "Bailly, in those dreadful moments," says de Sales, in his Eloge, "did not disappoint the opinion his cotemporaries had formed of his virtue of sixty years; he carried his eye with a serene air over that vast multitude, whose errors his sensible heart pitied and deplored; his hands being tied behind his back, he with great composure shook his head, drenched in rain, which all the while fell in torrents. A tyger with the human figure, saying to him ironically, *tu trembles, Bailly,* he contented himself by replying, C'EST *de froid, mon ami.* At last, when he had drank the cup of ignominy to the lees, the unfortunate Bailly saw the signal for his death given by a frantic multitude, who directed the executioner; and the fall of his head led the way to a murder still more atrocious—the execution of Malsherbes."

Tartarus is a moral and philosophical tale, whose object was to alarm the minds of guilty men. The Greeks, who viewed it in a literal sense, placed Tartarus in the bowels of the earth; and here also, in her bosom, in the midst of the terrestrial mass, resides the central fire of M. Mairan; but instead of being the place of torments, it is the vital source of a beneficent heat, which revives and animates vegetation, and maintains life over the face of the globe. Without this we should never have existed. If the heat of the sun alone produced our summer, when this luminary withdraws from our climates, when he sinks upon the horizon, and sends us only his pale and languid rays, frost would annihilate every thing; men, animals, plants, falling to ruin, would leave us only an arid desert; nor would the earth afford us an asylum any where but under the line, where the sun has fixed his abode, and over which he presides like a father.

This, Sir, is what I propose to prove to you, by pursuing the steps of a philosopher whom we sincerely regret.

It should seem, that there is a vast difference between the cold and heat which we experience on this globe; a man perishes under the burning heat of the sun, in the deserts of Africa; he perishes among masses of ice, in the deserts of Siberia. As to our temperate zone, the scorching heat in some of our summers seems separated by a wide interval from the celebrated cold of 1709, and, indeed, from that of the year 1776. But our senses deceive us: frail beings, who creep upon the surface of the earth, we sink under the smallest weight: we die by the slightest change! To our limited scale of measure, every thing seems enormous but what * lies beyond our reach; and while we could comprize nature within the narrow sphere of our own conceptions, we magnify each object of sense, by applying to the small rule of our sensations. It would have required the construction of instruments, exempt from the agency of external causes, to shew us how to make a proper estimate of our feelings. Until the æra of the invention of comparative thermometers, we had no real knowledge of the temperature of seasons and climates.

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* *Quere.* Should not the translator have said, "every thing seems enormous *that* lies beyond our reach?"

M. Amontons compared, upon his thermometer, the heat of summer with that of winter: he found they were in the proportion of 60. to $51\frac{1}{2}$. or 7 to 6. Thus, as M. de Fontenelle has observed, *the same matter which produces, by the agitation of its parts, the greatest and most intolerable heat of our climates, having then seven degrees of motion, has still six when we experience an extreme cold* *.

It was, no doubt, the singularity of this appearance, that determined M. de Mairan to calculate in the two seasons with greater precision, the different effects of the sun's rays. He communicated the result of his inquiry in 1719; but I shall only mention to you, Sir, the memorial he published in 1765, where he explained his ideas, and bestowed upon his calculations all the accuracy of which they were susceptible. I shall not even give you the trouble of entering into the detail of his calculations; I have no intention to ascertain the quantity of this central fire, but only to prove its existence. If I should weaken the effect of those calculations, by resting them on simple principles, without the reach of attack, I shall only render the fact itself the more evident.

Various causes concur, in rendering the heat greater in summer than in winter. First, the elevation of the sun makes his rays fall in a greater quantity upon a given space; and the heat, every thing else being equal, is in proportion to the quantity of his rays: secondly, his greater elevation gives occasion to long days, when the presence of the sun heats the earth in a greater degree than it is cooled down by his absence: thirdly, it follows likewise, from the sun's height, that his rays have less way to travel through the atmosphere, before they come to us: they are less blunted and enfeebled by the assistance they meet with from the grosser atmospheric particles. A cause of little moment tends to diminish these effects; I mean the sun's greater distance from us in summer than in winter. But this cause, which might be strictly appreciated, is so trifling, that we shall pass it over here; besides, I shall make sufficient allowance for it, by passing over the third cause, though the effect of it is a good deal more considerable: but to estimate its quantity precisely, would oblige me to enter into a discussion which I ought to avoid. By neglecting this third principle, I weaken the cause which it is my business to defend; but the result will only be the more conclusive. I confine myself, then, to the two first, which we proceed to estimate.

The quantity of solar rays that fall upon a given space, is proportional to the sine of the sun's elevation, or of the angle which his rays make with the horizon; consequently M. Halley, to whom astronomy, geometry, and physics, are so much indebted, estimates the effect of the solar-rays in summer and in winter, in the proportion of the sines of the sun's elevation*, that is to say, nearly in the proportion of three to one, for the climate of Paris. We may then affirm, that Paris receives three times more rays in summer than in winter. M. Fatio, an English geometrician, thought that we ought to have some regard to the perpendicularity of the rays, which strike with more force, according as they have little inclination; and this consideration giving, in like manner, the *ratio* of three to one, he found that the heat of summer, exclusively of every other cause, must be to that of winter as nine to one †. But it is objected, that the different portions of ground being differently inclined, receive rays under every possible inclination, and that there is no reason for choosing one rather than another. I prefer, with M. de Mairan, to consider the quantity of rays, and to estimate the heat which results from them, by the proportion of three to one; at the same time wishing you to remark, Sir, that I always abide by the calculation least in my favour.

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* Hist. de l'Acad. des Sciences, 1702, p. 7.

The effect of the length of the day in increasing the heat, is no less obvious. Each day, as it becomes longer, impresses the earth with a greater degree of heat; each night, which is at the same time shortening, carries it off in a smaller portion. It is clear from this reasoning, even exclusively of experience, that the heat must be augmented by accessions becoming constantly greater, and by a real acceleration. M. de Mairan calculates this effect in a geometrical way, and according to the laws of accelerating causes; and thinks, as it should seem, with much truth, that it is in the ratio of the square of the time that the sun remains under the horizon; hence he concludes, that the heat of summer, in this view, ought to quadruple that of winter. But, to abide by what is simple and sensible, we will dispense with this ratio of the square of the time, though I conceive it to be more exact, and confine ourselves to a single observation. The length of the day at Paris, at the summer solstice, is sixteen hours; at the winter solstice it is only eight hours; the sun remains then above the horizon double the time in the one season that he does in the other; he must heat the earth, therefore, at least, in double proportion; and as Paris, then, receives three times more rays, it follows that the heat must be at least six times greater.

M. de Mairan, by weighing those causes as I have stated them, and as he ought to do, in order to be accurate, and by attending to the cause which I have left out of view, finds that the heat is almost seventeen times greater. If we were to admit M. Fatio's account, we should triple that estimate, and the heat of summer would be fifty times greater than that of winter.

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* Trans. Philos. No. 203.

† Fruit-walls improved, by inclining them to the horizon, p. 39.

As I only propose to make the truth sensibly apparent, the calculation which I bring under your view, shelters me from every difficulty. It will not be denied, that the climate of Paris receives three times more rays from the sun in summer; and as this body remains twice as long above the horizon, it is perfectly evident, that the heat of summer is at least six times greater than in winter.

It will be my business at present, Sir, to consult the thermometer, and to find from it the proportion between the temperatures of the two seasons. But before we consult this instrument, it is proper we should know it; we ought to have a precise notion of heat and cold, and appreciate the necessary relation that exists between their increments and the progression of degrees upon the scale. I am about to trouble you with a repetition of many things you know. I am sensible I speak to a man of an enlightened mind: you have displayed equal sagacity for the study of nature, and genius for representing her with your pencil; but the developement of my ideas, and the method which they require, prescribe me a plan from which I must not deviate.

The thermometer shews, intrinsically, nothing but the degrees of expansion and condensation of fluid substances; but observation founded upon these is certain. Wherever there is heat there is expansion: the moment cold becomes sensible, bodies contract, and condensation begins. Fluids are the substances the most exquisitely sensible to those variations. It is usual to employ the spirit of wine and mercury in the construction of thermometers: that of M. de Reaumur, which we will take as an example, is constructed in such a manner, that the space of a degree is the thousandth part of the space contained in the bulb, and a part of the tube extending to the point of freezing. Thus, when the fluid setting of from this point rises to the mean temperature, that is to say, to ten degrees above frost—that indicates that the fluid is dilated, and that being contained formerly in a space expressed by a thousand parts, it now occupies one of larger extent; insomuch, that these spaces are to each other as 1000 to 1010, or 100 to 101. It is, therefore, by the quantity of expansion that we judge of that of the heat: it is by the quantity of condensation that we ascertain the intensity of cold. But condensation and expansion, cold and heat, are but one and the same thing; there is no real difference but in degree. It is the developement of a similar effect, which, whether it increases or diminishes, belongs to one individual cause: condensation is a diminution of expansion; cold is nothing but heat in a smaller degree. Cold has no real or positive existence, it means a privation only. Heat alone has a reality of action, which animates Nature, and communicates motion to all material substances. Absolute cold would be nothing else but a total cessation of life and motion. The rime which whitens our plains, those winds which pierce us with their frozen blasts, bring us only a smaller degree of heat—they suspend vegetation, and permit us to live.

There exists, then, in Nature, a scale of degrees of heat, whose upper extremity is the point where all fluids heated by the action of fire, and in a state of constant ebulition, would be volatilized; where the most fixed earthy particles, divided and attenuated by those of fire, would, in like manner, fly off in vapour; where, in fine, could this violence of heat be prolonged? The globe itself, though formed and consolidated by the power of gravity, would be destroyed by the expansive force of this element. The other point at the bottom of the scale, is that where this force, no longer animating Nature, where the action of a vivifying heat being wholly extinct, all living beings would perish, and every fluid substance be congealed; where the air itself, being deprived of its spring, together with every native quality, would fall down upon the torpid earth, thenceforth to form with her but one dead and solid mass. The distance between those two points is infinitely great, and if Nature is destined to travel its whole length, she descends but slowly, and will not reach the extremity before thousands of ages have elapsed. In the period of our short existence, limited as our faculties are, it is impossible for us to know more than a very small interval of the scale: life is placed between those destroying points, between those causes of death. The goodness of the Supreme Being has removed them far from us; they lie equally out of the reach of our view; and their distance, which genius may one day be in condition to span, human industry has hitherto been unable to measure.

Meanwhile, in order to compare the temperature of summer with that of winter, it would be necessary to know the sum of the degrees of heat in one and the other season; it would be necessary to set out from an unknown point of the scale. To supply the defect of a rigorous accuracy and absolute values, which are almost always concealed from us, the human mind employs approximation, whose method has been so much varied and perfected: it proceeds to the very extremity of its means, and if it does not attain to the concealed truth it pursues, it at least knows it lies beyond it. In almost every species of science, the knowledge of limits is the most certain of all our knowledge.

If it is not in our power to form an idea of absolute cold which cannot exist till we are dismissed from the earth, we must confine ourselves to the consideration of its greatest possible degree. The most violent which we have yet experienced at Paris, we ought, it should seem, to assign to the fifteenth degree below frost on Reaumur's thermometer. At St. Petersburgh the mercury descends in this thermometer to thirty-one degrees; and in Siberia it has fallen even to seventy degrees below the same point. In those climates, however, men live and perpetuate their species: life there preserves the greatest part of its functions and activity. We must conclude, then, that absolute cold lies far beyond seventy degrees of the thermometer. Let us keep in mind, that there the mercury retains all its fluidity.

It is an interesting spectacle to see Art adding to the energies of Nature, the human mind asking her questions, forcing her to explain herself, and reveal secrets that she concealed in her deepest recesses, or reserved as the discoveries of future ages. Fahrenheit was the first who endeavoured to augment the cold by artificial means. You know, Sir, that we produce ice in summer by the mixture of salt and snow. The voluptuaries of our time, who create summer in their winter apartments, love to have their liquors frozen for their dog-day repasts. By mixing the spirit of volatilized nitre with snow, we obtain an additional cold, and its intensity is in proportion greater, according to the actual severity of cold in the surrounding atmosphere, since the refrigeration which arises from the mixture is incorporated, no doubt, with that which the two substances derive from the common medium. Fahrenheit was not able to make the mercury fall lower than a point which corresponds to thirty-two degrees of Reaumur's thermometer. Thus he fabricated at London the same cold which is experienced at Petersburgh. It is natural to imagine, that it might be possible to make it sink lower in a colder country. The Russians profited of the sorry advantage that they have in this respect over other nations, and made the most curious experiment of the age. On the 25th of December 1759, the thermometer being 29°, M. Braun * suffered the spirit of nitre and snow to cool down to the actual temperature; he then prepared the mixture, and plunged the theremometer into it; the mercury fell to 170 degrees. The bulb, which had begun to crack, was then broken in pieces, and the mercury was found in part frozen and malleable like a piece of lead; a discovery which, as M. de Mairan observes, would alone suffice to give celebrity to any name: a discovery which assimilates mercury

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* De Admirando Frigori Artificiale.

to all other metals, inasmuch as those metals, when exposed to a certain heat, become fluid like it; while mercury, in a cold of 170 degrees or more, becomes solid like them. M. Tomonosow[*] repeated and pursued this experiment with still farther success. On the 6th of January 1760, the cold had increased by two degrees; a similar thermometer, but probably of greater strength, was plunged, without the smallest accident, into snow mixed with the spirit of nitre: the mercury fell in the mixture all the way to 592 degrees, it was then entirely frozen, and converted into an absolutely solid mass.

Here then we have obtained 592 degrees of cold; and if we always recollect, that we advance towards the limits of Nature, but never reach them, we must conclude, that absolute cold lies still greater beyond that point. A few reflections will suffice to set these limits at an infinite distance. If Fahrenheit, with the most intense cold that is felt at London, which was, perhaps, of ten, twelve, or fifteen degrees, was only able to produce an artificial cold of thirty degrees, or nearly the double; if the Russians, with a cold of thirty-one degrees, could produce a cold of 592 degrees, that is to say, twenty times greater, what an enormous cold might we not expect to produce in Siberia, where the thermometer sinks sometimes naturally to seventy degrees? We observe, that those two artificial colds are in a proportion vastly greater than that of the different temperatures of the atmosphere; what would be the consequence, then, if the same proportion was equally to hold in a repetition of the experiment in the centre of Siberia? But upon the supposition that the result were only in proportion of those made by the Russians, it would be possible to obtain a cold of nearly 1400 degrees. You will carefully remember, Sir, that this cold is not the work of man: the utmost exertion of art can effect no more than to render it sensible. It is not within the compass of our power to create one atom of heat; we are as little able to make Nature descend to a degree of cold that does not belong to her; and while we rob bodies in this manner of a certain portion of their heat, we are, at the same time, sensible that we do not exhaust it.

M. de Mairan, who has supposed absolute cold at 1000 degrees below frost, does not seem to have supposed too much. M. de Buffon imagines that this limit might be carried down all the way to 10,000. In fact, Sir, can we suppose that it is in the province of Art to produce absolute cold, a point to which Nature can only fall by a long continuance of insensible diminution? Habituated as we are constantly to find our operations below the capabilities of science, we may form some idea of the prodigious difference between the product of human means and the result of such as she employs, whether for her preservation or destruction. But the eagle-eye of Genius pierces far beyond the boundaries of our view, and seizes relations which we are unable to distinguish. The computation of M. de Buffon, in spite of the confidence that his authority inspires, may be deemed arbitrary. Faithful to the plan which I have proposed to myself, I wish to compare all the results, in order to render the differences, though less considerable, yet more sure, or at least more conclusive. We will lay it down then, as a manifest consequence of the preceding experiments, that the point of absolute cold lies below the thousandth degree of Reaumur's thermometer.

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[*] De Solido et Fluido.

It is from this ground, from this point we will set off, in reckoning the degrees of heat, and in comparing the temperature of summer with that of winter.

[*To be continued.*

HERRING FISHERY;

FROM LE JOURNAL DES ARTS.

THE chief scene of this fishery is in the neighbourhood of the Shetland Islands, to the north of the Orkneys, in the Scottish Sea. Regularly about the 8th of June every year the herrings arrive there in prodigious numbers. The place whence they come is still a mystery. It is only known to be from the most northern part of the ocean. On the cause of their emigration naturalists have advanced different conjectures, which it would be tedious to mention. The most probable is, that the inconceivable multiplication of herrings in the seas of the north, renders, in certain seasons, subsistence difficult, and compels a considerable part of them to go in quest of it in other seas.

Scarcely have the herrings arrived in the neighbourhood of Shetland, when the fishermen spread their nets, and take a quantity, with which they fill their ships. In a little time the herrings direct their course toward Scotland, where a great number of them undergo the same fate. On approaching Britain they form two divisions, the one proceeds towards the west or south west, leaving on the left the islands of Orkney and Shetland, and passing the islands on the east, it reaches Ireland. Here this party undergoes a subdivision: a part of them proceeds towards the south, along the coas . Britain, as far as St. George's Channel, where they are placed between England and Ireland, and repair to the mouth of the Severn; it there meets the other half of this division, which had continued its course towards the west or south-west, on the coast of Ireland, as far as the south side of that island. The second division of the grand body, turning a little towards the east or south-east, falls down into the German Ocean, coasts the east of Britain, and fills every bay and river's mouth.

After the Scotch, to the north of the river Tay, have caught a considerable number of herrings, the boats of Dunbar and of Fife come in their turn to catch them as they advance towards the south. They turn the high coast of Berwickshire and St. Abb's point, and they are seen no more till they arrive at Scarborough, whither they proceed to appear in greater numbers on the coast of Yarmouth. After this they pass the mouth of the Thames, and advance along the coasts of Kent, Sussex, and Hampshire, to the extremity of England. Here, too, comes the first part of the first division, which has been much diminished on the other side of the island, but has there left the remainder, which probably becomes the prey of the porpoises and other large fishes in that sea.

The multitude of herrings which swim in these seas is so surprising, that, according to the fishermen, the quantity caught by Europeans does not amount to one in a million. The north of America, too, has the same visits of the herrings; but there they are not nearly in the same quantity as in Europe, and do not advance further south than the river Carolina. It is doubtful whether these form a part of the innumerable colony which arrives on the coasts of Greenland, and if, instead of proceeding in a body with the rest to the south-east, they stop on the coasts of America, on the north-west; or if they are a residue of those which have passed through the English Channel. However this may be, it is certain that none are seen on the coasts of Spain or Portugal, or of France, nor on the coast of Africa; or if there be, they are at least in very small numbers.

When the herrings have left England, they are seen no more; nor is it known what becomes of them. They remain generally fifteen days, that is to say, from about the 8th to the 22d day of June, near Cranehead, which is the most distant point of Brassy Sound. Hence they move to the distance of seven leagues to the south-west of Shetland, towards the Farro Islands. Buffin-deeps, situated twenty-eight leagues to the north of the Firth, is the place of fishing. The herrings continue here fifteen days more, that is, to the 6th of July. When dislodged from this place, they move by similar stages along the coast to Buchanness, the Firth of Forth, the Dogger Bank, where they remain about thirty-seven days, and about the beginning of September they arrive at Yarmouth, and there generally take up their residence for about seventy days. At last they take their course hence towards the south, whither they are not followed, except by small fishers, as the voyage is not safe for the busses.

The most celebrated herring fishers are the Scotch and the Dutch. The French, too, have sometimes attempted the business on the coasts of Scotland. Of England, the inhabitants of Yarmouth and Lowestoffe alone smoke upwards of sixty or seventy thousand barrels every year. Formerly the Dutch had no share in this fishery, but were obliged to purchase their herrings from the Scotch; these last abused their advantage, and the Dutch resolved to do without them. Towards the middle of the sixteenth century, a fisherman, named Van Stephens, displeased with his country, withdrew to Euckhuysen, in Holland, and taught the inhabitants the secret of catching herrings.

About St. John's day, when the herrings begin to appear in great bodies, the Dutch, with their busses, and several other kinds of vessels, move out of the harbours of Dort, Rotterdam, Delft, Schiedam, Vlaerdingen, Brille, and Euckhuysen. In 1601, in three days' time, 1500 fishermen went out. In 1609, it was reckoned that 3000 vessels, containing 15,000 men, sailed to the herring fishery on the coasts of Britain. By degrees the number of Dutch fishermen became more considerable. The fishermen go out three times a year. This fishery alone maintains, in general, in Holland, 100,000 men, and enriches a great number. Huet reckons its annual produce at 300,000 tons, which he values at 25,000,000 crowns, bank money, 17,000,000 being pure gain, and 8,000,000 expenses. Funcius maintains, that the Dutch catch every year 14,800,000,000 herrings. Duot states, that in 1688, four hundred and fifty thousand Dutchmen were employed in the herring fishery. At the beginning of the seventeenth century 2000 busses, from 60 to 200 tons, caught, between Buckness and the mouth of the Thames, in the space of twenty-six weeks, 16,000 lasts, or 192,000 tons, of herrings. Each ton, of thirty-two gallons, usually contains 1000 fish. Accordingly, the produce of this single adventure amounted to 192,000,000 of herrings. In 1781, herrings were at so low a price in Holland, that one might have had a last, containing twelve tons, for 110 florins, and afterwards for eighty-three.

The herring is accustomed to follow the light of the moon, and during the night it emits a sort of light which spreads in the air. These fish accordingly discover themselves, and betray their motions: it is for this reason that they are generally caught in the night. They employ for this purpose nets from 1000 to 1200 yards long, and which can be drawn only once. They take frequently no less than fourteen last in one draught. As soon as this fish is taken out of the water it dies; it is, therefore, necessary without delay to salt it, and barrel or smoke it.

The practice of barrelling herrings has existed for near 350 years. Before that mode of preserving them was found out, people probably ate them fresh or dried. Some historians fix the period of that useful invention at the year 1397, and others at the year 1416. It is at least certain, that the name of the inventor was William Benekes, or Beneketsen, or Buekfield, a native of Biervliet, in Flanders. In a short time the advantage of the barrel, which preserves the flavour of the herring, and enables it to be transported every where, was generally perceived in Holland; and that invention became soon, as it were, the basis of Dutch commerce.

The herring is cured in two ways, the white and the red. For the white, the herring is opened as soon as it is caught, the entrails are separated from the roe or the milt, and extracted; the fish is then washed in fresh water, well rubbed with salt, and put into a brine, made of fresh water and salt, and strong enough to float an egg: the herrings remain in this fourteen or fifteen hours, after which they are taken out, well dried, and then placed in layers in a barrel. When they are thus arranged, and pressed close one upon another, the business is finished by sprinkling salt above and below, and sometimes between the layers. The barrel is then accurately closed up, that the brine may not run out, nor the air gain admission. Without this precaution the herrings would quickly spoil. The same ought to be observed when the herrings are changed from one barrel to another.

Among the different species of herrings (the distinction of which may be seen in Markenger, le Happel, and Schoneveld, who have written about them), three are particularly taken notice of:—1st, The herrings *de Markens*, which are first caught, and which have the best and tenderest flesh. 2d, The full herring, caught about Bartholomew tide, and full of roe and milt. 3d, The burnt herring, which is of the same kind with the full herring, but which arrives later, and is packed so close in the cask that it has no occasion to be changed.

Nobody is ignorant that, in general, fishes of passage are more welcome than others. The herring contains a great deal of oil and volatile salt; it is nourishing, and easy of digestion. Linnæus has arranged it in the class of *Clupea* (shad), with the shad, properly so called, the mackarel, and the pilchard.

NAVAL LITERATURE.

Travels in Africa, performed during the Years 1785, 1786, *and* 1787, *in the western Countries of that Continent, comprised between Cape Blanco in Barbary, situated in* 20° 47′, *and Cape Palmas, in* 4° 30′ *N. Latitude, &c. By* SILV. MEINARD XAVIER GOLBERRY. *Translated from the French by* FRANCIS BLAGDON, *Esq.*

[Continued from page 238.]

GUM is the staple commodity of the Senegal. M. GOLBERRY, whose views were directed to the promotion of the commercial interests of his country, from his long residence in Africa, had ample means of becoming acquainted with the whole routine of this very lucrative branch of trade. His information on the subject is extensive and minute, and is unquestionably worthy of consideration from us as well as from the French. M. Golberry, as his translator observes, has indeed "furnished us with complete instruction for gaining the exclusive possession of this important trade;" and, as we are now at war with France, it might, perhaps, be judicious to profit by our author's communications.

Respecting the purchase of the gum from the natives, M. Golberry mentions a curious circumstance, which at once exposes the dishonesty of the French and the simplicity of the Moors. The measure by which the gum is sold is a sort of large tub, called a kantar. This measure, it appears, "has gradually become so advantageous to Europeans, that its size is now nearly quadrupled. At present the kantar holds two thousand weight of gum, though the measure used in the time of the India Company, about sixty years ago, contained little more than five hundred pounds." This change has been imperceptibly effected, by gradually increasing, from time to time, the size of the measure. The Moors, however, are not so easily imposed on in every respect. The payment which they receive in return for their gum, consists of pieces of cotton cloth, dyed with indigo, and termed pieces of guinea. This article is the manufacture of India; but the French, thinking, we presume, to make it cheaper, effected an imitation of it in Europe, and attempted to pass it upon the Moors as genuine. But they could not accomplish the deception. The Moors, neither relying upon the feel nor the colour of the cloth, on putting a piece of guinea to their nose, immediately ascertain, by the smell, whether it be the real or the spurious manufacture.

The gum of the Senegal possesses a highly nutritious quality; and as it is frequently important to mariners to be possessed of nutriment in a condensed form, we conceive the following extracts will be acceptable to our readers. They may also be serviceable in a medical view:—

> WHEN the Moors quit their oases, and fix their camps around the gum forests of the Zahara, during the harvest, in their journey to the banks of the Senegal, and during the progress of the trade, the middle and lower classes of these savages subsist almost entirely on the gum; and experience has proved, that six ounces of this substance are sufficient for the nourishment of a man for twenty-four hours.
>
> The most economical and poor amongst them, use it by simply letting it melt in the mouth; others dissolve it in milk. They also make it into a sort of large lozenges, by combining it with the juice or gravy of the flesh of camels, oxen, or horses; and in this state it will keep upwards of a year.
>
> The gum of the Senegal also possesses pectoral qualities. At the river Gambra I saw a young Englishman, who cured himself of a very obstinate and frequent spitting of blood, by daily taking no other nourishment than four ounces of this gum dissolved in milk. After he had followed this regimen for three months he was perfectly cured.
>
> The Moors make preparations of it with the flour of millet or maize, and in many instances they give this composition for food to their cattle.
>
> I have no doubt, that on many occasions this gum may be used with advantage when prepared with the juices of the animal, and other substances; it might thus be made into a kind of ball or roll, similar to what the English call portable soup, which might form an article of sustenance for a garrison or isolated fort, when exposed to the horrors of a long-continued siege.

Our author, in his account of the manners and customs of the Moors who inhabit the Zahara, or great desert of Barbary, relates, that they frequently pass the largest rivers of Africa, with herds of four hundred oxen at a time, which they sell at upwards of a thousand leagues from their native deserts. M. Golberry twice witnessed this curious sight, which, as he represents it, is highly interesting. The following is his description of a passage of a herd of upwards of four hundred oxen, between Albreda, situated on the right bank of the Gambra, and the village of Bahio, on the left bank, where the river is upwards of three thousand five hundred fathoms wide:—

The herd was collected on the shore to the south of Albreda, where the Moors let them rest for several days, without suffering them to graze. The conductors of this herd were a hundred and twenty in number, and were armed with muskets, segayes, sabres, and poniards.

When they had resolved on passing the river, they caused their oxen to be collected together, and suddenly made a great shouting: they then selected about forty animals from the herd, who were destined to form the advanced-guard, and were considered as if they possessed a charm: from this a select number were chosen of those who were the best swimmers, and at the same time the strongest and most docile. Ten Moors were then chosen to direct this advanced-guard, and each of these conductors seemed to pay great attention in selecting the animal which was to convey him across the river.

Nine of these leaders were from sixteen to eighteen years of age; one only was between forty and fifty. Across the horns of each ox they fixed a cord of camel's hair, about four feet in length; they then mounted their oxen in a standing posture, their feet firmly adhering to the projection on the back of the animal; they kept their bodies erect, but rather inclining backwards, and they supported themselves by means of the cord fixed to the animal's horns; on their heads they carried their arms and clothing.

When every thing was thus arranged, the advanced-guard was conducted to the banks of the river, the leaders then made loud outcries, which were answered by the cattle of the advanced-guard, and the Moors and oxen of the main body also repeated them. Immediately afterwards, the advanced-guard entered the river, excited by the voice of their conductors: the eldest of the Moors led the van; his ox made way through the current with great resolution; the other animals followed the chief of their file, being animated by the young Moors, who incessantly excited them by their expressions.

When they were all immerged the scene was truly singular; only the heads of the oxen were perceptible, and the upper part of the bodies of their conductors, who, inclining backwards, held firmly by the cords, which served them for support. The chief of the file continued to lead the van, and the others followed exactly in the track; they were three hours in passing the river, during which time the main body of the troop continued on the right bank, close to the river, with their eyes attentively fixed on those who were making the passage.

When the advanced-guard had arrived at the opposite bank, the conductors suddenly gave three great shouts, which were answered with three bellowings by the oxen, and the noise was distinctly heard by the main body on the opposite bank.

These signals were repeated by the Moors and oxen of the principal troop, and then one might easily see the impatience of the animals, who steadfastly looked on the advanced-guard that had safely arrived, and testified, by their motions, their desire of a junction.

The principal troop was now collected, and several other oxen were chosen to lead the way; these chiefs of the body were twenty in number, and twenty Moors mounted the pre-destined animals, in the same manner as their predecessors had mounted the advanced-guard.

Five Moors placed themselves at the head of the troop, very near to each other, and repeated their shouts; the chiefs entered the river, all the oxen immediately followed, and were at once surrounded by the tide: the interest of this view was greater than the former, on account of the vast number of cattle.

Several of the young Moors occasionally swam amongst the beasts, supporting themselves by their horns; this second passage lasted upwards of four hours.

It is thus that the Moors and their oxen cross the largest rivers, and are never interrupted or impeded in the direction they are inclined to take.

M. Golberry, as a naturalist, has been at considerable pains in ascertaining some interesting points of history. His account of the dromedary is the fullest and most satisfactory that we have ever met with; and his description of the cameleon, with the various experiments which he made respecting it, are particularly curious. Our readers are of course aware, that the cameleon is peculiarly the inhabitant of the torrid zone; according to our author, its colour, when in the enjoyment of health and liberty, is that of the finest emerald, scarcely distinguishable from the leaves or grass by which it may be surrounded. It never changes colour but when under some painful privation; and not even then, as is vulgarly supposed, in conformity to the hue of the object which may happen to be near it. Its skin is of a very delicate and fine texture; soft and cold to the touch; and appearing, when examined by a magnifying glass, like that kind of prepared skin called shagreen. It possesses the faculty of inspiring and retaining a very large quantity of air; this air, however, does not remain in its breast, stomach, or intestines, but penetrates, passes, and filters through all parts of its body, so generally and completely, that its whole frame is filled, even to the extremity of its feet and tail, as well as its eyes, which are then more full and projecting. Its skin, though remarkably soft, delicate, and thin, is very tenacious, and possesses a great portion of elasticity, as well as the faculty of expanding and contracting to a considerable degree. It is to the peculiar conformation of the skin, that M. Golberry attributes the facility with which the cameleon changes colour, according to the degree of dilatation or contraction which it undergoes. The eyes of this wonderful animal are particularly deserving of notice: they are covered with a membrane which serves instead of eye-lids; this membrane is like a case, perforated in the middle by a longitudinal hole, about half a line wide in the largest part; through this orifice the animal enjoys its sight, and exposes to view a brown-coloured pupil, bordered by a small circle, and extremely bright and shining. The external surface of the ball is apparently of a conical form, terminating in a point. The membrane which we have mentioned, follows every motion of the eye, of which it indeed seems to form a part, its little aperture answering, in every respect, to the central point of the pupil. The cameleon also possesses the extraordinary, and perhaps peculiar, power of moving its eyes in every possible direction, and entirely independant of each other; one moves while the other remains motionless; one looks forward and the other backward; or one is turned up towards heaven, while the other looks down upon the earth. These contrary motions are performed with such astonishing rapidity, that the animal has the faculty of seeing at once in every direction, and of incessantly observing whatever passes around it. The cameleon is timid, slow, and idle. Perched on the branch of a tree, it issues forth its long glutinous tongue, resembling an earth-worm, in a pendant position, and rests devoid of motion. Attracted, possibly by some peculiar scent, different insects alight upon the living bait, and thus become a prey to the supine animal, which draws them in with its tongue. When taken from its natural state of freedom, and placed upon the arid sand, upon the floor, or in a cage, our author uniformly found the cameleon to change from its beautiful green colour to that of yellow, insensibly expiring the air which it contained, and thus producing a visible diminution of its size. Its subsequent changes of colour, in proportion to the inconvenience or privation which it sustained, were not rapid, but by regular gradations, unvarying in their order of succession, as follows:—Bright green, dull green, yellow green, yellow, spotted with red, yellow-brown, red-brown, brown-grey, marked with black. M. Golberry repeatedly wrapped several of these animals in white, red, blue, violet, purple, and green-coloured stuffs, but they were never found to have adopted or received any of these colours, but always some of the preceding, so that the vulgar notion of their assuming the hue of surrounding objects appears to be wholly grounded in error. Many other particularities of these wonderful little creatures are detailed, for which we must refer our readers to the work itself.

[*To be continued.*

Poetry.

LINES

To his Royal Highness GEORGE *Prince of Wales, on his Visit to his Majesty's Ship* BRITANNIA, *at Spithead, September* 13, 1803.

ILLUSTRIOUS Prince! belov'd, rever'd,
To every British heart endear'd;
Thy country's future hope;
Whose patriot sons, where'er you move,
To proud acclaims of joy and love
Give just and grateful scope.

Nor less upon the watery plain,
The noblest ship that ploughs the main,
Or spreads th' expansive sail;
"*Britannia*," guardian of our land,
Her gallant Chief, and loyal band,
As proudly bid you, "*Hail!*"

Strike! strike the spirit-stirring drums!
Thy much-lov'd PRINCE, Britannia! comes;
Bid the loud cannon roar!
While answering thunder thro' the fleet,
His wish'd arrival gladly greet,
And hail him from the shore!

Welcome! thrice welcome! conscious pride
And joy, each glowing breast divide;
And grief and pain beguile;
To know "Britannia's Royal Heir"
Deigns——make her Naval Sons his care,
And cheer them with his smile.

Not such of late the shouts were heard,
When prais'd tho' hated, scorn'd tho' fear'd,
By Gallia's abject race;
The upstart Idol of an hour,
"A base Usurper" made his tour
Thro' minions, still more base!

Hark! Hark! athwart the swelling waves,
I hear the frantic cries of *slaves*,
Their empty threats and boasts:
While Freedom's sons undaunted stand,
Eager to meet them hand to hand,
On her unconquer'd coasts.

Yes; let them come! if, unpursu'd,
They brave CORNWALLIS' force elude,
And great ST. VINCENT'S skill;
Led by our "Sov'reign's royal race,"
Whose course unnumber'd heroes trace,
We'll foil their efforts still.

Their power, the Tyrant's rage shall tame;
Whose baffled hosts—defeat and shame,
Shall to their country bring;
While Britain's sons, with loud acclaim,
Shall swell each "Royal Leader's" fame,
And hail their gracious King!

With glory may his Crown descend,
And you, great Prince! like him defend
Our liberties and laws:
And long may our "BRITANNIA" reign,
"The pride and terror of the main,"
And conquer in his cause!

This day may she still festive keep,
Long as her keel divides the deep
Before th' inspiring gale;
Which sees her PRINCE her deck ascend,
And her brave Chief and crew attend,
With joy to bid him—"Hail!"

September 13, 1803. PHILO NAUTICUS.

* * *

THE SAILOR'S FAREWELL.

BY DR. OGILVIE.

HARK! the holla that calls us away!
Tom, fill up a bumper in haste;
While the ship is unmoor'd in the bay,
Let us drink to the days that are past.

Let us drink, jolly boys, ere we part,
  To our mates that carouse on the shore;
To the friend whom we lodge in our heart;
  To the nymph whom we prize as our store.

Adieu to the hut in the vale,
  To the secret recess of the grove;
To old Ned, with October so stale;
  To Molly the maid of my love;

To the joys of the feast and the glass,
  Where beauty displays all her charms;
To the song, and the buxom young lass,
  That melts at the sound, in your arms.

See the main-sail that floats on the wind;
  Hark! they heave up the anchor!—Gee ho!
Our friends stand assembled behind;
  While the shores all re-echo—hillo!

Let the heart of each Briton rejoice,
  At the shouts that resound from the main;
'Tis the spirit of England, brave boys,
  That swells in the slow-rolling strain.

Farewell to our dear native home,
  And our sweet little pastimes of yore;
O'er the wide-spreading ocean we roam,
  And may see the old hamlet no more.

Yet the heart of a sailor can feel
  For his friend's, for his country's repose;
To these it presents the smooth peel,
  And the rough oak beneath—to their foes.

Free lords of the ocean we steer,
  In commerce supreme, as in war;
To the Nations we speak without fear,
  Let the Monsieurs contend—if they dare.

We'll bring, with your monkeys so gay,
  In frolic akin, as in face,
Some spruce little Frenchman to play,
  And give each *the fraternal embrace!*

Ye breezes blow far from the land!
—— Thou power on all nature impress'd,
Who hold'st the wild winds in thine hand,
O smooth the rough billows to rest!

They fill the loose sails as they glide;
The landscape recedes from the view:
In our broad wake we furrow the tide.
—Ye shores of Old England, adieu!

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SONG.

JOHN BULL's CALL TO THE SAILORS.

BY MR. COURTNEY, M. P.

YE guardians of Britain, ye sons of the waves,
Who've conquer'd the French o'er and o'er;
You've heard, my brave boys, how these insolent slaves
Now threaten to land on our shore.

CHORUS.—Then let the ocean be their grave,
And sink the plund'ring band;
Their bodies, wafted by each wave,
May this way reach the land.

How oft has our fleet spread with terror their coast,
And this nation of boasters dismay'd;
While our soldiers victorious have routed her host,
And the standard of England display'd.
CHORUS.—Then let, &c.

BRITANNIA now calls on her true hearts of oak,
Who danger and death still disdain;
And dare vanquish'd Frenchmen her vengeance provoke,
And skulk in their boats o'er the main.
CHORUS.—Then let, &c.

The genius of Britain, with bright piercing eye,
Their wake ev'n in darkness will find;
And vain their attempt from a Navy to fly,
That move on the wings of the wind.
CHORUS.—Then let, &c.

When PHILIP array'd his armada of Spain,
Our QUEEN the proud tyrant withstood;
~~~

Dispatch'd her brave sailors to watch o'er the main,
  And dy'd the old Ocean with blood.
    Chorus.—Then let, &c.

In La Hogue's glorious log-book your Russell still shines,
  Where invasion was baffled with shame;
While trembling with terror, tho' hid in their lines,
  The French saw their ships all in flame.
    Chorus.—Then let, &c.

In the annals of conquest, that mark George's day,
  And Fame still his glory displays;
The light'ning of Hawke shone at Quiberon Bay,
  And set Louis's fleet in a blaze.
    Chorus.—Then let, &c.

We've Vincent and Nelson, the dread of our foes,
  Britain's heroes triumphantly sing;
By conquest renown'd, for by merit they rose,
  The pride of their Country and King.
    Chorus.—Then let, &c:

Britannia still flourish, exultingly smile,
  Fam'd for valour and beauty's sweet charms;
While navies victorious incircle your isle,
  Rest in safety, nor dread vain alarms.
    Chorus.—Then let the ocean be their grave,
      And sink the plund'ring band;
      Their bodies, wafted on each wave,
      May this way reach the land.

Gazette Letters.

ADMIRALTY-OFFICE, SEPT. 17, 1803.

Copy of a Letter from Rear-Admiral Sir John Thomas Duckworth, K. B. Commander in Chief of his Majesty's Ships and Vessels at Jamaica, to Sir Evan Nepean, Bart. dated at Port Royal, the 14th of July, 1803.

SIR,

SINCE my letters, with the various details of service, by the Queen Charlotte packet, his Majesty's ship Cumberland arrived from cruising off St. Domingo with the French frigate Creole, taken by the squadron under Captain Bayntun, for the particulars of which transaction I shall refer the Lords Commissioners of the Admiralty to his letter; as also to Captain Brisbane's, for the capture of la Mignonne, mentioned in my letter of the 3d, since when the squadron has sent in the national brig l'Aiguille, of eight guns, cutter built, and very old; also the Vigilant brig, of eighteen guns, new, and a fine vessel;

there are likewise two schooners, la Superieure and le Poisson Volant, both coppered, and very fine vessels. I am, &c.

J. T. DUCKWORTH.

His Majesty's Ship Cumberland. between Jean Rabel and
SIR, *Cape Nichola Mole, 30th June,* 1803.

Having parted with the convoy, as I had the honour of informing you in my letter of yesterday, I stretched in with the squadron, during the night, for St. Domingo; soon after day-light a large sail was seen near the Fortugas steering down Cape Nichola Mole, and from the cut of her sails I judged her to be a French ship of war; the Cumberland, with the Vanguard, were soon close up to her, the latter on the starboard side, and the former on the larboard bow; in this position she received a few shot from the Vanguard, and, having fired one, struck to his Majesty's squadron, and was immediately taken possession of. She proved to be the Creole, a remarkably fine national French frigate, of forty-four guns, carrying eighteen-pounders, and commanded by Citizen le Bastard, from Cape François bound to Port-au Prince, at sea one day, having General Morgan (the second in command at St. Domingo,) and Staff, with 530 troops, on board, the crew of the frigate consisting only of 150 men, two of whom were badly wounded. While we were taking possession of the prize, a small national schooner, commanded by a Lieutenant, came into the squadron, and was taken: she came from Cape Francois, and bound to Port-au-Prince, having on board one hundred blood-hounds from Cuba, intended to accompany the army serving against the blacks.

I have the honour to be, &c.
Rear-Admiral Sir J. T. Duckworth, K. B. &c. &c. &c. H. W. BAYNTUN.

SIR, *Goliath, off Cape Nichola Mole, June* 28, 1803.

In consequence of your permission to chase, I stood in shore to cut off the two ships seen this morning, and was fortunate enough to carry up the breeze to the sternmost, which had got becalmed close under Cape St. Nicholas; she hauled her colours down after returning a few shot, and proved to be la Mignonne, a remarkably fast sailing ship corvette, of sixteen long eighteen-pounders (six of which she had landed), commanded by Monsieur J. P. Bargeaud, Capitaine de Fregate, two days from Les Cayes, bound to the Cape in her way to France. She has only eighty men.

I have the honour to be, &c.
Commodore Bayntun. (Signed) C. BRISBANE.

P. S. Last night a small schooner was observed standing into the convoy, which appearing suspicious, I sent a boat manned and armed, and found her to be a Frenchman, from St. Jago de Cuba to Port-au-Prince, with a cargo of sugar, and 3476 dollars in cash. She has three guns and some swivels mounted.

Extract of a Letter from Rear-Admiral Sir John Thomas Duckworth, K. B. Commander in Chief of his Majesty's Ships and Vessels at Jamaica, to Sir Evan Nepean, Bart. dated the 17*th of July,* 1803.

Captain Bissell, of the Racoon sloop, gallantly went into the port of Leogane, and, after an action of forty minutes with the French national brig Lodi, brought her out. The particulars of which the Lords Commissioners of the Admiralty will know from that Officer's statement, transmitted herewith.

SIR, *Racoon, off the east end of Jamaica, 16th of July*, 1803.

I beg leave to acquaint you, that at half past eleven on Monday morning, the 11th instant, while working between the island of Guanaba and St. Domingo, I observed a French national brig lying at anchor in Leogane roads, and I immediately bore up for her. On approaching I found them preparing to receive us with springs on their cables, &c. At a quarter before three (P. M.) I anchored with springs within thirty yards of him, and immediately commenced an action, which was continued on both sides for about thirty minutes, when she cut her cables and began to make off. I instantly cut and followed her; and, after about ten minutes more of well-directed fire, we so completely unrigged her that she struck her colours, and called out they had surrendered. We were obliged to anchor again immediately to prevent driving on shore. She proves to be le Lodi, pierced for twenty guns, but had only ten mounted, commanded by M. Pierre Iſaac Taupier, Capitaine de Fregate. Our sails and rigging are a good deal cut, but I am happy to say I had not a man killed; and the only person wounded is Mr. Thomas Gill, Master's Mate, whose left arm was carried off by a shot; a very worthy promising young man, who has served his time in the Navy, and will, if he survives, do credit to your patronage. The loss of the enemy is one killed and thirteen or fourteen wounded, by their account.

The conduct of Mr. James Alexander Gordon, the First Lieutenant, on this as well as many other recent occasions, has been highly exemplary and praiseworthy; and I have much pleasure in informing you, that the whole of the Officers and ship's company behaved fully to my satisfaction.

I have the honour to be, &c.

AUSTIN BISSELL.

Sir J. T. Duckworth, K. B. Rear-Admiral of the Red, and Commander in Chief, &c. &c.

P. S. Enclosed is a list of vessels taken and destroyed by his Majesty's sloop under my command since the 5th of July.

July 6th. A schooner at anchor in a bay near Cape Rosa; sunk.

July 7th. Schooner la Vertu, of two guns, carrying troops and provisions from Port-au-Prince to Jeremie; taken.

Sloop l'Ami des Colonies, of two guns; taken.

July 9th. A schooner run on shore, and sunk in Barradier Bay.

July 11th. Le Lodi national brig, Captain P. J. Taupier.

AUSTIN BISSELL.

Copy of a Letter from the Honourable Charles Elphinstone Fleming, Captain of his Majesty's Ship the Egyptienne, to Sir Evan Nepean, Bart. dated at Sea, the 30th of August, 1803.

SIR,

I have the honour to transmit you, for the information of my Lords Commissioners of the Admiralty, a copy of a letter I have had the honour of writing to Admiral Cornwallis, on the capture of la Chiffonette, French privateer, by his Majesty's ship under my command. I am, &c.

C. E. FLEMING.

SIR, *His Majesty's ship Egyptienne, 30th of August*, 1803.

I have the honour to inform you, that his Majesty's ship under my command last night captured the French privateer la Chiffonette, of fourteen guns and eighty men. She has been twenty-six days from Bourdeaux, and has captured a brig belonging to Jersey, from Santa Cruz bound to Hamburgh, which has been since recaptured by his Majesty's ship Endymion: she sails remarkably fast, has been chased by several frigates, and once by this ship.

When the Chiffonette was first discovered, she was in the act of boarding an English brig, but quitted her on our approach.

I have the honour to be, &c.

Hon. Admiral Cornwallis, &c. &c. C. E. FLEMING.

ADMIRALTY-OFFICE, SEPT. 24.

Copy of a Letter from Sir James Saumarez, K. B. Rear-Admiral of the Blue, to Sir Evan Nepean, Bart. dated on board his Majesty's Ship Cerberus, off Granville, the 15th instant.

SIR,

I beg you will please to inform my Lords Commissioners of the Admiralty, that, having been joined by the Terror bomb on the 8th, and the Sulphur on the 12th instant, I embarked on board his Majesty's ſhip Cerberus, and sailed from Guernſey Roads the following morning, with the Charwell and Carteret cutters in company.

It blowing a strong breeze from the eastward, it was not until Tuesday evening I was enabled to get off Granville, when, having had an opportunity to reconnoitre the enemy's gun-vessels and other craft within the pier, and the different batteries by which they were protected, I anchored in the Cerberus as near shore as the tide would admit, having only sixteen feet at low water. At eleven the Terror came up; but having also grounded, it was not until two o'clock that Captain Harding was enabled to place his ship in the position assigned to her, which he did in a most judicious manner, and opened a brisk fire from his two mortars, which was returned from the mortar and gun-batteries on the heights near the town, and also from some guns on the pier, and the gun-vessels placed in the entrance.

From the number of well-directed shells thrown from the Terror into the pier, and parts of the town, I am persuaded they must have done very considerable damage. The fire was kept up till after five o'clock, when I thought it advisable to recall the Terror, and anchored with this ship and the Charwell a short distance further from the town.

The Sulphur bomb, whose bad sailing prevented her from beating up, joined shortly after, and also anchored. The loss on this occasion was two men wounded by splinters on board the Terror.

A few ſhells were thrown in the evening, but the tide prevented the ships getting sufficiently near to be attended with much effect.

This morning the squadron were under ſail before dawn of day, and all circumstances concurred to enable them to take their respective stations with the utmost precision; the two mortar vessels opened a briſk and well-directed fire ſoon after five o'clock, which was unremittingly kept up until half past ten, when the falling tide rendered it necessary to withdraw from the attack. Twenty-two gun-vessels, that had hauled out of the pier, drew up in a regular line, and kept up a heavy fire, jointly with the batteries around the port, without doing much execution.

The Cerberus, after getting under sail, grounded on one of the sand-banks, and remained above three hours before she floated; nine of the gun-boats, perceiving her situation, endeavoured to annoy her, and kept up a heavy fire upon her for some time, but were silenced by the Charwell and Kite, and also by the fire from the Sulphur and Terror bombs, and by the carronade launch of the Cerberus, under the orders of Lieutenant Mansell, assisted by the Eling and Carteret, which obliged them to take shelter in their port.

In the performance of this intricate service I cannot too highly applaud the zeal and persevering exertions of all the Officers and men under my orders; and I should not do justice to the merits of Captain Selby, was I not to acknowledge the able assistance I have received from him since I have had the honour of being in his ship. The ſteadiness and good conduct of all the Officers and men in the Cerberus, during the time the ship was aground, also do them infinite credit.

The various services on which Captain M‘Leod, of the Sulphur, and Captain Hardinge, of the Terror, have been employed this war, are already sufficiently known; but I will venture to assert, that in no instance can they have diſplayed greater zeal and gallantry than on the present occasion; and great praise is also due to Lieutenant Macartney and Lieutenant Smith, and the parties of artillery embarked on board the respective bomb-vessels. It is not possible to ascertain the damages the enemy have sustained on this occasion; but as, during the bombardment, very few (if any) of the shells missed taking effect, they must have been very considerable. I am, &c.

JAMES SAUMAREZ.

MONTHLY REGISTER
OF
Naval Events.

POLITICAL RETROSPECT.

" ———— While the soul has warmth,
" And voice has energy, the brave arm, strength,
" ENGLAND, THOU SHALT NOT FALL! The day shall come;
" Yes, and now is, that THOU shalt LIFT THYSELF;
" And woe to him who sets upon thy shores
" His hostile foot! Proud victor though he be,
" His bloody march shall never soil a flower
" That hangs its sweet head in the morning dew
" Of thy green village-banks! HIS MUSTERED HOSTS
" SHALL BE ROLLED BACK IN THOUSANDS, AND THE SURGE
" BURY THEM!—Then, when peace illumes once more,
" My country, thy green nooks and vales,
" It will be sweet amidst the forest glens
" To stray, and think upon the distant storm,
" That howled, but injured not!" BOWLES.

FROM day to day, still is the war whoop of invasion reiterated in our ears. We recently suggested, as a probability, that Buonaparté, the usurper of the Bourbon throne, was at the bottom of the late alarming insurrection in Ireland. The dying confession of the unfortunate Emmet, whose forfeited life was the dear expiation of his crimes, has confirmed our supposition. He, indeed, individually, professed himself adverse to French influence in his country; but the *soi-disant* Provisional Government of Ireland, of which he was an active member, had accredited agents in Paris; and we have very strong reasons for believing, that, *during the whole period of the Peace of Amiens, secret committees, composed of dissaffected and traitorous Irishmen, met regularly in that capital, under the connivance, or rather sanction, of the First Consul!* Of the invincible hatred of Buonaparté to this country, and of his fixed determination to ruin us, a stronger proof than this can scarcely be necessary. There is another circumstance, however, which we must mention. A paper of instructions, from the ex-bishop Talleyrand to General Andreossi, *previously* to the embassy of the latter to Great Britain, bearing every internal mark of authenticity, has for some weeks past been handed about in Paris, and has, by some means, reached London. This paper displays so complete a tissue of deep-laid artifice, and so clearly developes the hypocritically malevolent views of the Consul towards us, *during the time of Peace*, that we can find no language strong enough to mark our detestation of the character by whom it was planned.

Independently of such evidence, however, we imagine there can be scarcely a doubt respecting Buonaparté's present intentions of invading us. It would be in vain to urge, that if he really meditated a descent upon our shores, he would not so unequivocally and pompously have announced his intentions. They who could reason in this manner must have paid but little attention to the progress of the French Revolution, to the threats or achievements of its leaders. Excepting the reduction of St. Jean d'Acre, whence Buonaparté disgracefully fled, and the now menaced destruction of England, no instance has occurred in which the revolutionists have not carried their threats into execution. The Consul's *candid* declaration of his views, however, has had this one good effect,—we are now infinitely better prepared to meet them, than otherwise we could possibly have been. Never, indeed, was our Navy in so flourishing a state as at present; including our Regulars, our Militia, our Army of Reserve, and our Volunteers, never before had we so formidable a defensive force; nor ever, excepting perhaps in the latter part of the seven years' war under Lord Chatham's administration, were the people so cordially unanimous in their support of Government. In addition to this, immense preparations have been made, and are still making, in every part of the country;—preparations of which but very few of the inhabitants are aware, and of which, from the manner of their execution, the enemy must remain in total ignorance. For the secrecy with which Ministers conduct their operations, they certainly are entitled to every panegyric that liberality can bestow.

In consequence of suspicions that a considerable part of the enemy's invading force will be directed towards Ireland, Government has also been making extraordinary exertions for the protection of that country. The extensive preparations which have long been known to be going forward in the harbour of Brest, have tended to strengthen suspicions of the above nature. Recent dispatches, said to have been received from Admiral Cornwallis, represent the French squadron in Brest as consisting of seven sail of the line, four frigates, seven sloops and smaller vessels, all ready for sea, with accommodations for conveying a very considerable military force.

Mad as the attempt of invasion must appear to every rational mind, we yet think it will be made; not that we imagine Buonaparté will accompany the first flotilla himself—by no means; but he has pledged himself to the expedition; his Generals are men of desperate fortunes, and should *they* succeed, the Consul has sufficient art, as at the battle of Marengo, to transfer *their* laurels to *his own brow*. In the event of a successful landing, certainly we have but little mercy to expect; for we are the only nation which has dared to assert its rights, and to oppose his grasp at universal empire. Yet, this very consideration ought to nerve the arm of defence with redoubled vigour. Inferring, from the example of other countries which he has subjugated to his power, dreadful indeed would be our prospect should victory crown his efforts!

Nothing can more strongly mark the detestation and abhorrence of French conquest and fraternity, by those who have traced their progress and effects, than the last address of Emmet, when convicted, at the bar of his country: "*Did I live*," said he, when speaking of Ireland, "*to see a French army approach this country, I would meet it on the shore, with a torch in one hand and a sword in the other; I would receive them with all the destruction of war! I would animate my countrymen to immolate them in their very boats; and before our native soil should be polluted by a foreign foe, if they succeeded in landing, I would burn every blade of grass before them—rase every house—contend to the last for every inch of ground—and the last spot in which the hope of freedom should desert me, that spot would I make my grave! What I cannot do, I leave a legacy to my country; because I feel conscious that my death were unprofitable, and all hope of liberty extinct, the moment a French army obtained a footing in this island!*"

The above sentiments are so animated and striking, that, considering the quarter whence they came, they merit the most serious attention. If a rebel, seeking the subversion of the Government under which he lived, could thus express himself respecting the slaves who threaten to subdue us, what must be the feelings of Englishmen capable of appreciating the excellencies of our Constitution!

Scarcely was the sword of war unsheathed, when a new act of unprecedented cruelty and injustice marked the tyrannous reign of Buonaparté. The Consul may, indeed, exclaim, in the burlesque lines of Smollet,

> "To me, what are divine and human laws!
> "I court no sanction but my own applause!"

The infatuated English, induced to remain in France and Holland by fallacious promises of safety, were now detained as prisoners of war. That these persons have any very high claim to our commiseration we certainly shall not contend: enough had been said and written to apprize them of their danger, and they knew to whom they were trusting; but their folly affords no excuse for the injustice of the Consul; he *insidiously* induced them to stay, and then, in defiance of all precedent, prevented their return. Every thing English, or appertaining to England, seemed a fit object for the vengeance of Buonaparté. Hanover, a possession of the King of England, by Electoral right, was next seized. The neutrality of Hanover had been acknowledged and respected in former wars; but here again, justice, precedent, and prescriptive right, were set at defiance. Envious of the commercial influence of Britain, and ever aiming at the reduction of that influence, Buonaparté's next step was to occupy the neutral territories on the banks of the Elbe and the Weser, thinking, by that means, to prevent the admission of British, or British-colonial produce, on the Continent. Had the Neutral Powers noticed, as they ought to have done, this gross violation of their rights, the French would have been peremptorily compelled to retire within their own boundaries, and the trade of the Continent would have remained unfettered; but, seemingly fearful of the imposing prowess of the Consul, they offered no efficient opposition to his movements, and his will continued to be the only regulation of his conduct. Britain, however, with true policy, accompanied by as genuine magnanimity, immediately commenced the blockade of the Elbe and the Weser, announcing, that whenever the French troops withdrew from their banks, it should be as promptly removed.

A declaration of war against this country, by the Batavian Republic, was so much a thing of course, that neither it, nor the more recent declaration on the part of the Italian and Ligurian Republics, with the Presidentship of which Buonaparté had invested himself, in violation of the laws of France[*], excited the least surprise.

To these has succeeded, by dint of intrigue and terror, the complete subjugation of the unfortunate country of Portugal. This Power, late our most cordial friend and ally, must now be considered our unwilling enemy. A meeting of our principal factors in Lisbon has been held, at which it was resolved, that all British property should immediately be embarked for England. This will be felt as a severe, though we hope but a temporary, blow to our commercial interests. Its effects may also be injurious in other respects, as hostile expeditions may be fitted out with much facility from the coasts of Portugal. Self-preservation, that first law of Nature, has of late been almost our sole object, or it is probable that Portugal would have received that efficient aid from Britain which would have enabled her to resist the revolutionary exertions of the French; as no motive but that of fear could possibly have influenced the councils of our ally in seeking the heavy curse of Corsican protection.

It has been rumoured—and certainly the rumour is founded in justice, whatever it may be in truth—that the British Government has formed the resolution of immediately seizing the Brazils and Madeira, and of retaining possession of them until the decision of the present contest. For this we are confident that Portugal would inwardly thank us.

Spain, which has long merited chastisement, seems likely soon to experience the resentment of Britain. At an enormous price, Spain is said to have purchased her neutrality of France; but we can see no right why France, more than England, has a right to exact a price for her neutrality; and if France receive the whole purchase money, Spain, by supplying the grand sinew of war, is as much in reality our enemy, as though she sent fleets of ships and armies of soldiers against us. Ministers have long been censured for suffering the Spaniards to repose in peace; but we know it has been pleaded, as an argument in their favour, that they forbore to molest Spain lest France, through Spain, should attack Portugal. We have always considered this to be false ground, and the event has justified our opinion. England has forborne to molest Spain, yet Portugal has been attacked, and severely will she be condemned to pay for her new alliance, *misnomered* protection.

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[*] This fact we believe has been but very little adverted to. The following extract from Tinseau's recently published *Letter to Napoleon Buonaparté, styling himself the Government of France and the Envoy of God*, places it in a sufficiently clear point of view:—

The 3d article of the constitution, prepared by Syéyes and Dannou, and promulgated by the grenadiers of St. Cloud. declares, that '*every French citizen who shall accept an employ, or receive a stipend, from any foreign state, shall forfeit his rights of citizenship.*' Nevertheless, you have received, without the knowledge of the bodies representing the national sovereignty, or rather, you have extorted the situation of President of the Cisalpine Republic, with a salary of 500.000 livres. I am aware that your supporters have said, that, in the capacity of *Consul of France* it was that you accepted the presidency of Italy. *But this is false; for you had only seven years and a half to be Consul of France, when you contrived to be appointed president of the Cisalpine Republic for ten years!*"

Much has been said, and still continues to be rumoured respecting the mediation of Russia, but we are not sanguine enough to entertain any hopes from that quarter. From our own vigorous exertions alone can we expect the blessings of peace, and a permanent security of our rights.

Notwithstanding the various instances of aggression which we have noticed against the general usage of civilized nations, with many others of minor consideration, few wars, we believe, have lasted so long as the present, so little having been achieved by either of the belligerent parties. Naval captures innumerable have indeed rewarded the vigilance of our cruisers; but, except the taking of St. Lucia and Tobago, very little of real importance has occurred. Even our bombardment of the different ports on the French coast, though it may have proved our capability of annoying the enemy, has been of little service to ourselves. We do not intend these observations as conveying the slightest censure, either on Government, or on those generous defenders of their country, the gallant heroes of our Navy; on the contrary, we are convinced that the cause of inaction originates with the enemy; we are convinced, that it is the first wish of our tars to contend, "*single-handed*," with their Gallic threateners; and we are also convinced, that the result of such an event would reflect equal honour on the prowess of Britain with those splendid victories which embellish the annals of the late war *.

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* We are confident that it will afford considerable pleasure to such of our readers as are not yet acquainted with the circumstance, to be informed of the humane, generous, and noble manner, in which a part of the Patriotic Subscription at Lloyd's has been appropriated. An annuity of 30l. for life has been granted to the widow of Lieutenant Scott, late commanding officer of the hired armed cutter, Princess Augusta, killed in an engagement with two Dutch schooners of superior force, on the 20th of September last; an annuity of 10l. has been granted to such child as shall be born from the present pregnancy of Mrs. Scott, until it shall have attained the age of twenty-one years;—an annuity of 15l. for life, for the benefit of herself and child, has been granted to the widow of William Cornelius, late boatswain of the Princess Augusta. also killed in the engagement;—the sum of 20l. has been given to the father of William Lavender, late gunner of the Princess Augusta, also killed in the engagement;—the sum of 20l. has been given to —— Rose, a seaman on board

Since writing the above, advices have been received in town from the West Indies, which confidently announce the capture of le Duquesne, a French seventy-four gun ship, on her return from St. Domingo. His Majesty's ships the Vanguard, Tartar, and Elephant, are represented as the fortunate captors; and though no official dispatches have yet come to hand, not the slightest doubt is entertained as to the authenticity of the statement.

The accounts from St. Domingo, by the way of America, are also extremely favourable to the British interest. Port Republicain is represented as being besieged by the Blacks, in great distress, and in expectation of an immediate surrender. The French forces and inhabitants had evacuated Port Jeremie, which had been taken possession of and fortified by the Blacks; the white inhabitants of Port-au-Prince had indicated a wish to put themselves under the protection of the English; the Blacks had also invited our assistance; and it is the general expectation, that the whole island is now, *pro tempore*, under British controul.

We have the satisfaction also of stating, that the whole of the Jamaica fleet, which sailed under the convoy of the Leviathan and Santa Margaretta, have arrived at their respective ports of destination.

Before we shall again have the pleasure of addressing our readers, the British Parliament will have resumed its functions. It is appointed, by Proclamation, to meet on Tuesday the twenty-second of November; when, as every private and party feeling should be sacrificed to the public good, we trust that unanimity and patriotism will be the invariable order of the day.

PLYMOUTH REPORT,

FROM SEPTEMBER 15 TO OCTOBER 9.

September 15. Sailed the Pheasant, of 18 guns, on a cruise.

17. Arrived the Antonia de Padua (Spanish), from Havannah for Malaga, sent in by the Thomas privateer of Liverpool; Iris frigate, from Gibraltar; and Diamond frigate, from a cruise. Sailed the Minotaur man of war, and Atalanta sloop of war, on a cruise.

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of the Princess Augusta, wounded in the engagement, having a wife and child;—the sum of 10l. has been given to —— Crump, a seaman on board of the Princess Augusta, also wounded in the engagement;—the sum of 200l. has been given to Joseph Thomas, the master of the Princess Augusta, for fighting bravely after the loss of his commanding officer, and beating off two vessels of superior force;—and the sum of 30l. has also been given to Mr. Charles Adams, midshipman, of his Majesty's sloop Jalouse, who was severely wounded in an attack on two French gun-boats. In addition to this worthy disposal of their money, justice requires us to remark, that all the annuities which are granted by the Committee, are to be paid a year in advance.

18. Sailed the Lord Nelson East Indiaman, under convoy for the River. The average of one-sixth for her re-capture by the Seagull, of 18 guns, Colossus, of 74 guns, and Tonnant, of 84 guns, in sight, will of course be settled by the East India Company, in concurrence with the Underwriters at Lloyd's Coffee-house. The Seagull is so much damaged in her masts and rigging in consequence of her action with the Lord Nelson, that she must be overhauled. Five of the Lord Nelson's crew, after she struck to la Bellone, entered on board her, and remained at liberty on board the Lord Nelson, and actually fought the ship against the Seagull, during her action. These five fellows are now in irons on board the Colossus, of 74 guns, Captain G. Martin, with the squadron off Corunna, and pretend to pass for Americans, the old story for renegado Englishmen; and it is hoped, if they are not found Americans, they will meet the punishment due to their crimes. Sailed the Minotaur, of 74 guns, Captain Mansfield, for the fleet off Brest, with plenty of vegetables and twenty live oxen. Went from Barnpool to the Sound, to be refitted for sea, the Atalanta, Captain Maysfield. Came in, at four o'clock P. M. the Doris, of 36 guns, Captain Pearson. She has, as usual, been lucky, in her late cruise having made fourteen captures, which, for security, she sent to Gibraltar; she brings nothing new. Came in from a cruise in the Channel, the Diamond, of 36 guns, Captain Elphinstone. She has made no captures. Arrived the Thomas and Sarah, Veend, of Guernsey, from St. Croix, taken by la Chiffonette French privateer, of 16 guns, and retaken by the Endymion frigate.

19. This day Commissioner Fanshawe paid the Fisgard, of 48 guns, Captain Lord Mark Kerr, their wages, due from their own and other ships from whence they had been turned over, with their bounty, in the sound. She is quite ready for sea, and only waits for orders: she is a most powerful frigate in every respect. Came in from the westward a hired cutter and two large tenders from Liverpool, full of men for the fleet; they immediately ran up Hamoaze.

20. It has blown an equinoxial gale all day; but the men of war rode it out very well without starting a rope-yarn.

21. Arrived the Rambler sloop of war from a cruise, and Speedwell cutter, with a fleet under convoy from Ireland. Came in the Messenger French lugger privateer, of 6 guns, and 4 swivels, with 45 men, prize to the Ville de Paris, of 110 guns, cut out by her boats in a roadstead near Ushant.

22. Came in from the Coast of Africa, with a valuable cargo of ivory, gold dust, &c. to wait for convoy, the ship Ambuscade, of and from London: she sailed last evening with a convoy of coasters under care of the Fisgard, of 48 guns, Captain Lord M. Kerr, for the River.

24. Arrived a cutter from the eastward with men; she went up Hamoaze directly. Came in the Jamaica, of 26 guns, from the eastward; she immediately made signal for a convoy to the eastward, and sailed yesterday evening with the trade for the Downs. Sailed the Triton, of 32 guns, for Ireland.

25. This day sailed for Guernsey, a gun brig, of 14 twenty-four-pound carronades, to reinforce the squadron. Sailed to join the fleet off Brest, the Spartiate, of 84 guns, Captain Manley, with vegetables and live cattle; also the Endymion, of 44 guns, the Hon. Captain Paget, on a cruise. Came in from the westward, and went up Hamoaze, full of men, a large hired armed lugger.

26. Sailed the Jamaica, of 26 guns, with the Anna Maria East Indiaman, from Bengal, and twelve sail of brigs and sloops under convoy for the River. This forenoon the 9th regiment of foot marched from Dock Barracks, 1,200 rank and file fit for duty, to Mutton Cove, where the launches of the fleet attended to receive them; each company as soon as embarked giving three cheers to the one succeeding in the embarkation, their fine band playing, during their passage, into the Sound to the transports, "God save the King;" "Rule Britannia;" and "The British Grenadiers." When the last boat left the beach, the whole regiment in the different launches cheered, which was answered from the spectators on shore in the most lively style. Orders came down this day for all the French and Batavian prisoners in Mill Prison, to be removed with all possible dispatch on board the prison ships which are fitted for their reception, as the

prisons at Mill Bay, when cleared out, aired, and properly got ready, are to be converted into barracks for 3,000 infantry, it being intended to have a large force in this garrison this winter, as the troops will be more concentrated, and consequently, if wanted at a distant part of the coast from Plymouth, more easily disposable for a rapid march, than if cantoned about in country quarters. Came in a French lugger laden with wine, captured last Wednesday by the General Small privateer, of 6 guns, belonging to Guernsey; the day preceding, she fell in with fourteen sail of luggers under convoy of two gun-brigs, bound from Bourdeaux to one of the eastern ports; each of these luggers carried a large gun forward, and another abaft: they are supposed to be part of the flotilla intended to be used against this country.

27. Came in last night a large troop ship (No. 7); she anchored in the Sound, and this forenoon the launches of the fleet attended at Mill Bay, where 200 French prisoners were embarked in them and put on board the transport: she is to carry them round to the nearest point, to be sent to the prison at Norman Cross. The prisons at Mill Bay, previous to their reception of troops, are to be examined by a Committee of Inspection of Health, and to be thoroughly purified and fumigated. This morning an escort of dragoon guards and 28th regiment of foot marched with 200 French prisoners, on their route to Stapleton prison, near Bristol; they were received at Ridgway Cross by a party of the 1st Devon regiment from Wembury camp, who escorted them to Ashburton, on their way to Exeter. La Diane, of 38 guns, Captain Scott, now fitting for sea in Hamoaze, is almost ready, only wants men: she was with la Justice, of 38 guns, one of those frigates that escaped after the battle of the Nile, August 1st, 1798, and was captured near Malta. Sailed for Waterford to lay as a guardship, the Triton, of 32 guns, Captain Cochrane. She took round with her what ships were ready for Waterford and Wexford; also for Guernsey, the Pigmy cutter, of 14 guns, Lieutenant M. White.

28. Warped down into the Sound, the Seagull, of 18 guns, Captain Burke. She immediately made signal to give instruction for the masters of the following transports (on board of which are the 9th regiment of foot), viz. Nos. 28, 30, 31, 35; when the transports went into the Sound, the band played "Croppies lie down," &c. and cheered. At four P. M. the Seagull and the four transports got under weigh, with a fine leading wind at N. N. E. and were soon clear of Penlee Point: to the credit of the 9th regiment, there was not a man in the least intoxicated at their embarkation. Came in from Rear-Admiral Sir J. Saumarez, K. B. from Jersey express, with dispatches for Admiral Sir J. Colpoys, K. B. and the Admiralty, which were sent off express, the Nimble cutter, of 14 guns, Lieutenant J. Coghlan; she left Sir J. Saumarez all well on Sunday night. Arrived the Moucheron of 18 guns, from Guernsey; and Venskabet, Captain Lund, from Christiana. Sailed the Boadicea, of 38 guns, on a cruise.

29. Came in an hired cutter, full of men for the fleet, and convoy from the eastward. The Earl of Liverpool letter of marque, of 18 guns, which arrived from the island of St. Vincent's, with part of the 60th, or Royal Americans, took round to Liverpool several brigs and sloops under her convoy. The French prisoners, on the prospect of an invasion of this country, begin to assume their republican *fierté*: they tell their guards, "It is your turn to guard us now, but before the winter is over it will be our turn to guard you." The prisons were cleared this week of 1000 French prisoners, viz. sent off in transport, No. 7, 250; in la Tourterelle 250; and escorted to Bristol on Monday last 250; and this day 250 more.

October 1. Came in a gun-brig, of 14 guns, name unknown; she anchored in the Sound. Sailed for Guernsey, the Insolent gun-brig, of 14 guns, Lieutenant W. Smith (2d); and with dispatches from Admiral Sir J. Colpoys, K. B. to Rear-Admiral Sir J. Saumarez, K. B. the Nimble cutter, of 14 guns, Lieutenant Coghlan. This forenoon 100 French prisoners marched from Mill Prison to Mill Bay, and were conveyed by the launches of the fleet on board one of the prison ships in Hamoaze. By letters received here from Guernsey, it appears that the Active privateer of that island has brought in there a large French East Indiaman from the Mauritius, of 700 tons, quite full, and richly laden, bound to L'Orient. Arrived the Vrow Alida (Prussian ship), from St. Martin's, sent in by the Betsey privateer of this port, and three French chasses marées, sent in by the cruisers.

2. That beautiful first rate, the Hibernia, of 110 guns, building on the Cæsar's slip in this dock yard, gets on very fast. She is now completely planked to her gunwales, and has her lower deck floored: when finished, she will be the largest and most roomy first rate man of war in the service. The great fault heretofore of ships of the Hibernia's class has been this, that their length was by no means proportioned to their height above the water line, and their bulk and tonnage. Came in from Barnstaple, one of the hired cutters, with a convoy, and a beautiful ship built there, the property of Mr. Lockyer of Plymouth, to be employed in the West India or Straits trade. Came in an Irish revenue cutter; she immediately made signal for a convoy to the westward and came to betwixt the island and the main to wait for orders. Went from Barnpool into the Sound, to wait also for orders, and having refitted, the Naiad, of 38 guns, Captain J. Wallis. Sailed on a cruise off the coast of France, the Boadicea, of 44 guns, Captain Maitland. Came into Catwater, the transport No. 81, with troops on board; she is from the eastward. Sailed for Cadiz, the Spanish ship Santa Rosa, detained some time since by a Liverpool privateer, but cleared by order of the Court of Admiralty. The prisons at Mill Bay are now quite clear of French prisoners; the last 100 embarked yesterday on board the prison ships in Hamoaze. Part of the prisons are to be fitted up as horse barracks, for which the rooms on the ground floor are peculiarly adapted.

4. Came in from a cruise the Jamaica frigate, of 26 guns, Captain Rose, to wait for orders. This forenoon went down the harbour into the Sound, la Diane, of 38 guns, Captain M. H. Scott; also from Hamoaze into Cawsand Bay, the Northumberland, of 74 guns, Hon. Captain Cochrane. Passed down Channel on Sunday evening, making a large offing, a large fleet, which, on being spoke with by the trawl boats, proved to be the Excellent, of 74 guns, Captain Sotheron; the Amazon, of 38 guns; and the whole Straits convoy, with a fine leading wind at N. N. E. Came in the Nimrod cutter, Lieutenant O'Neil, from a cruise off the coast of Spain. Came in the Atalante, of 16 guns, four French ketches, three with timber, and one with wine.

5. Went down the harbour, and it being high water, passed over the bridge and stood directly out to sea, a fine gun-brig, the last of those ordered for sea. Sailed from the Sound the Doris, of 38 guns, Captain Lindzee; and Jamaica, of 26 guns, Captain Rose, on a cruise to the eastward and westward. Came into the Sound last night, two sloops of war, supposed for orders, as they sailed early this morning about sun rise. The indefatigable, Captain G. Moore, also came in and sailed again at eleven o'clock; she lay to at single anchor all night. Last night the San Josef, of 112 guns, Vice-Admiral Sir C. Cotton, Bart. came down to the lower moorings, and this morning she went from thence into Cawsand Bay, there to wait for further orders. It is asserted with some degree of confidence, that Sir C. Cotton relieves, as Commander in Chief of the Channel fleet, Hon Vice Admiral Cornwallis, who returns into port to refit. Sailed with vegetables and live oxen, to join the fleet, the Tonnant, of 84 guns, Captain Sir E. Pellew, Bart. By orders from Admiral Sir J. Colpoys, K. B. Port Admiral here, the frigates, sloops, and cutters, immediately under his command, are to be continually on the look-out, fitted channel over: if the enemy's flotilla should be discovered, or any armed fleet of gun-boats in the Channel, to return and make report to him, first making the signal for an enemy to the nearest telegraph that it may be communicated east and west without delay. Yesterday the hull of that beautiful corvette la Venus, of 20 guns, prize to the Thunderer, of 74 guns, Captain Bedford, sold at the prize sales for 2884l. The four French ketches, prizes to the Atalante, of 18 guns, which came in yesterday, with timber and wine, were captured a few days since close in with the coast of France. This forenoon Rear Admiral Dacres commissioner at this port for paying afloat, went into the Sound, and paid the Naiad, of 38 guns, Captain Wallis, six months' wages. As soon as she was paid she hoisted Blue Peter at the fore, as a signal for sailing, and will go in the morning.

6. For several days past there have been continually coming in and going out King's brigs, hired and other cutters, keeping a good look out. Sailed this morning on a cruise of observation down Channel, the Naiad, of 38 guns, Captain J. Wallis. Came in last night, and anchored off Cawsand Bay, name unknown, a large frigate, but she was off this morning. Came in the Indefatigable, of 44 guns, Captain G. Moore, from a cruise off the Headlands.

8. This forenoon the remainder part of the 81st regiment of foot was landed from the Isle of Wight. Letters from the Conqueror, of 74 guns, Captain T. Louis, dated the 29th September, off the Black Rock, state, that she, the Mars, of 74 guns, Captain Sutton; and Spartiate, of 84 guns, Captain Manby, from the in shore squadron of Observation; with the Defiance, of 74 guns, Captain P. C. Durham; and the Ardent, of 64 guns, Captain Winthrop; in all five sail of the line, are all well and healthy, but ardently hope they shall soon be relieved, and sent on a cruise down the Spanish coast.

9. Came in a large lugger with brandy, wine, and Castile soap, cut out by the boats of the Atalante, of 16 guns, Captain Maesfield, near Brest. The three timber vessels she cut out at the same time turn out more valuable than they were expected at first, as they have on board timber of different scantlings for 1st and 2d rates, and were going to l'Orient, where several ships are building. Came in several tenders and cutters from Exmouth, Liverpool, Chester, and Londonderry, with seamen for the fleet: in consequence of their arrival, as soon as examined and new slopped with clean clothes from the Resolue storeship, they were distributed to complete the San Josef, of 112 guns, Vice-Admiral Cotton; and the Northumberland, of 74 guns, Hon. A. Cochrane, in Cawsand Bay, now ready for sea; part were sent on board the Foudroyant, of 84 guns, Rear-Admiral Dacres, in Hamoaze; 1,630 seamen for the fleet have arrived since Monday last, and 500 seamen more are expected here next week.

PORTSMOUTH REPORT,

FROM SEPTEMBER 16 TO OCTOBER 7.

September 16. The 31st regiment embarked this afternoon on board transports for Jersey. The Starling gun-brig, Lieutenant Guyon, is appointed convoy. Arrived the Revolutionaire, of 44 guns, Captain Lock, from Jersey. Arrived the Greyhound cutter, Captain Wilkinson, having left the Newfoundland and Quebec convoy with the Orpheus frigate, Captain Hill, on the 26th of August, in lat. 45. 30. long. 21. 30. W. with a fair wind. The Magnificent, of 74 guns, Captain Jervis, has made the signal for sailing, to join the Channel fleet. Arrived the Wasp sloop of war, Hon. Captain Aylmer, from Guernsey.

17. The Sulphur bomb, Captain M'Leod, arrived this afternoon from Sir James Saumarez's squadron, with advices of his having bombarded the town of Granville, and destroyed a great number of gun-boats.

19. Arrived the Suffisante sloop of war, Captain Heathcote, from Plymouth. This morning arrived the Ant schooner, Lieutenant Carpenter, with the American ship Providence, which he detained last night off the back of the Isle of Wight. It is very generally reported that Jerome Buonaparté is a passenger in this ship. Lieutenant Davidson, of the Magnificent, who is acquainted with his person, is gone off to see whether he is on boord. The burthen of the ship, the manner she is painted and rigged, and her port of destination (Amsterdam), agree with the orders which the Admiralty have sent to Commanders of our Channel cruisers, to give a vigilant look out for such a vessel, and send her into the nearest port. Captain Dumaresq, of the Charwell, landed from the Sulphur bomb, with dispatches from Sir James Saumarez, of the bombardment of Granville. The bombs anchored close to the town, and in such an advantageous position, that the shells which fell short of the town, struck the gun boats and did considerable execution. An officer of the Sulphur observes, "that it was distressing to see the inhabitants making a precipitate retreat through the avenues of the town, with what little property the exigency of the moment suffered them to take." One hundred and fifty-one shells were thrown from the Sulphur only

in four hours and a quarter, seven of which struck the barracks, and put the soldiers to the route The Cerberus lately got on shore at Havre, where she lay a tide, and not one out of ten gun-boats which were in the harbour attempted to attack her. Indeed our officers, who are employed on the service, speak most contemptuously of the dastardly spirit of the French naval officers, in not attempting to come out, when there is occasionally a probability of success, from the fortuitous event of the winds and tides. Arrived the Terror bomb, Captain Hardinge, from Guernsey. Arrived the St Joseph cartel from St. Lucia, with a number of prisoners, among whom are several commanders of merchantmen, who were taken and carried into that island, previous to its capture by our forces.

20. Arrived the Tisiphone and la Tourterelle frigates, from Cork; and a fleet under convoy from the Downs. Sailed the Sulphur bomb, Capt. M'Leod, with transports under convoy, having the 31st, 40th, and 91st regiments on board, for Guernsey and Jersey. Arrived the Britannia cutter, Lieut. Smith, with dispatches from Sir James Saumarez. The Excellent, of 74 guns, Captain Sotheron, with the Amazon, of 36 guns, Captain Parker; and the Revolutionaire, of 44 guns, Captain Lock (under his orders), are ordered to fit for foreign service. Arrived the Starling gun-vessel, Lieutenant Guyon, from a cruise.

21. Arrived the Fisgard, of 44 guns, from Plymouth; and the Cerberus, of 32 guns, Captain Selby, from Sir James Saumarez's squadron.

22. Arrived the Diana frigate from Lisbon. She sailed with 26 sail under convoy from thence, all of which are gone for their respective ports. We have the more pleasure in stating the arrival of this convoy, as it was reported in the public prints that many of them were captured. The Diana has brought in one Hamburgh vessel, a French vessel, and a Spanish vessel, with a number of dollars. Sailed the Starling gun-vessel, with a fleet of transports under convoy for Guernsey and Jersey. Arrived this afternoon, a remarkably large French cutter privateer, of 18 guns, captured by the Argo, of 44 guns, Captain Hallowell. Came in the Petterell sloop of war, Captain Lamborn, from a cruise.

24. Arrived the Speedwell brig, with a fleet under convoy from the Downs, and Hecla bomb, with a fleet under convoy from Hull, bound to Portugal and the Mediterranean. By a Dane arrived at Spithead this day, we learn, that a French 74, and a frigate, have got into Ferrol, though so closely pursued by some of our ships as to be very materially damaged, and a number of their people killed. This day sailed the Magnificent, of 74 guns, to join the Channel fleet. Sailed the Diana frigate, Captain Malling, to the eastward.

26. Sailed the Phaeton frigate, Captain Cockburn, with Mr. Merry, Ambassador to the United States, Mrs. Merry, and Mr. Moore, Secretary for New York. Sailed for St. Helen's, the Britannia, of 100 guns, Captain Lord Northesk, to lie as guard-ship, instead of the Ganges, Captain Freemantle, which is ordered to be paid, and join the Channel fleet. Last evening, at eight o'clock, a very hot press took place in Portsmouth, Portsea, Gosport, in the harbour, and in most parts of this neighbourhood. No protections were listened to, and a vast number of persons, of various descriptions, were carried on board the different ships in this port, most of whom were this morning liberated, being master tradesmen, apprentices, and such persons: very few were detained, in comparison with the number taken on board. On the whole, it is not supposed the service has acquired 50 serviceable men. Arrived the Dryad, of 36 guns, Captain Giffard, with a convoy from Cork; Mermaid, of 32 guns, Captain Holies, from the Downs; and the Viper cutter, Lieutenant Jump, from Plymouth.

27. Sailed the Revolutionaire, of 44 guns, Captain Lock; and the Camel store-ship, Captain Ayscough, with a convoy for the West Indies; Petterel sloop of war, Captain Lamborn, on a cruise; and the Wasp, of 18 guns, Hon. Captain Aylmer, to collect the Oporto ships off Falmouth. Arrived the Raisonable, of 64 guns, Captain Hotham, from the eastward; and the Ant schooner, Lieutenant Carpenter, from a cruise.

29. Sailed the Cerberus frigate, with a fleet under convoy for Guernsey and Jersey; Falcon cutter, for Yarmouth; Mermaid frigate to the eastward; Excellent man of war, Amphion frigate, and Jalouse and Wasp sloops of war, with the fleet under convoy for the Mediterranean. Arrived the Raisonable man of war from the eastward.

30. The Albion cutter has a signal of convoy for Guernsey; Dryad frigate to the eastward; and the Pylades sloop of war for the coast of Africa.

Oct 2. This morning the Decade frigate, Captain Rutherford, sent into this port the ship Volante, from Havre bound to Lisbon.

3. Arrived the Courageux, of 74 guns, Captain O'Hardy, from Martinique; she brought home a very large convoy; also the Nemesis, of 28 guns, Captain Somerville, from a seven weeks' cruise; and the Experiment, of 44 guns, *armed en flute*, Captain M'Kenzie, from Egypt. Went out of harbour, the Princess Royal, of 98 guns.

5. Arrived the Egyptienne, of 50 guns, Hon. Captain Flemming, from a cruise off the western islands; and the Boadicea, of 44 guns, Captain Maitland. The latter has been ashore on the coast of France, and must go into dock. Sailed the Starling gun vessel, Lieutenant Guyon, on a cruise. The Windsor Castle, of 98 guns, Captain Bertie, it is said, will be moored at the Jack-in-the Basket, near Lymington, which commands the entrance of the west part of this island and the Southampton river.

6. Came into the harbour the Boadicea frigate. The Boadicea and Egyptienne frigates arrived at Spithead yesterday, the former from off Brest, where she had been on shore; and the latter, from a cruise, having sprung a leak. The Boadicea is now coming into harbour. This morning a Mameluke Chief, who came to England in the Experiment, of 44 guns, left that ship under a discharge of cannon, and was received on landing here by the Admiral and Captains of the fleet. We have not yet learned the object of his mission. The flag of Admiral Montagu is to be struck this evening, and hoisted on board the Princess Royal, of 98 guns. The Sophie sloop of war is to go into harbour this day.

7. Arrived the Dryade frigate, with a fleet from the Downs; and a Portuguese West Indiaman, sent in by the Ranger sloop of war; also the Alexander and William Sibbald, transports, from Guernsey, came under convoy of the Fearless, of 12 guns, Lieutenant Williams, within four leagues of the Shaw. The inhabitants are hourly expecting a visit from the French, and every necessary precaution is prepared for their reception, Sailed His Majesty's ship Windsor Castle, to lie off Lymington Creek, near the Needles; also the Rose cutter, with the fleet for the Downs.

Promotions and Appointments.

Captain Patrick Lindzee is appointed to the Doris, of 38 guns, *vice* Captain Pearson, gone ashore on account of ill health.

Captain Wainwright to the Royal William.

Captain P. Campbell to the Doris.

Captain Boulton to l'Aimable.

Captain Bromley to the Champion.

Captain Pierrepoint to the Sea Fencibles at Liverpool.

Lieutenant Curtis to the Excellent.

Lieutenant Rosson to the Royal William.

Captain Mowatt to be agent for transports at Gibraltar.

Mr. Finucane to be Surgeon of the Eurydice.

Lord H. Paulet to the Terrible.

Captain Graham to the Zephyr.

Captain J. N. Morris to the Leopard.

Lord Cochrane to the Arab.

Captain Nash to the Pandour.

Captain G. Morris to the Penguin.

Captain C. Cunningham is appointed a Commissioner of the Victualling Board, *vice* the Hon. Captain Rodney, who is going Commissioner of Revenue to Ceylon.

Captain Colby to the Ruby, *vice* Hon. Capt. F. Gardner.

Lieutenant Wills, of the Puissant, is appointed to the Ant schooner, *vice* Carpenter, who is indisposed.

Hon. Captain Gardner to the Hero.

Captain Savage to the Bonetta.

Captain Tart to the Volcano.

Lieutenants Sibley and Small to the Pandour.

Mr Richards, Purser of the Santa Margaritta, to the Leviathan.

Mr. Holes, clerk of the Leviathan, to the Santa Margaritta.

BIRTHS.

On the 9th October, at Gainford, in the county of Durham, the lady of Capt. Byron, of the Royal Navy, of a son.

Lately, in Rutland-square, Dublin, the lady of Captain Caulfield, of His Majesty's ship Grampus, of a daughter.

MARRIAGES.

Lieutenant Fricker, of the Royal Navy, to Miss Ann Bowden, of Portsea.

Lately, Captain Halstead, of the Royal Navy, to Miss Pellew, daughter of Sir Edward Pellew, Bart.

OBITUARY.

On the 28th of June last, Lieutenant T. Bright, first lieutenant of the Nemesis; he was giving directions to the Painters on a stage at the side of that ship, (while cruising off Portland,) when losing his hold, he fell into the sea and was drowned.

On the 14th July last, Lieutenant George Elliot Salter, of His Majesty's ship Phœbe, was killed in an attack made by the boats belonging to that ship on a French privateer, in the harbour of Cevita Vecchia.

On the 29th September, at Horndean, aged 84, Colonel Munroe, of the Royal Marines.

On the 10th October, at Portsea, Mrs. Malbon, wife of Captain Malbon, of His Majesty's ship Aurora.

On the 11th October, at the Royal Hospital, at Haslar, Lieutenant W. De Busk, aged 28. This gentleman was a lieutenant at the Battle of the Nile, under Captain Foley, who commanded the Goliath; and a few days afterward commanded the boats of that ship in cutting out from under the batteries of Aboukir, the Torride, French bomb; in the act of boarding which, he was wounded by the French captain, who fell in the conflict: since which he has been actively employed; and belonged to the Argo at the capture of St. Lucia, where he commanded a detachment of seamen, and received a severe contusion, which is supposed to have hastened his death. He was buried at Stoke, near Gosport, on Wednesday afternoon, with military honours.

Lately, at Honduras, Captain Neville, of his Majesty's ship Port Mahon, who was a young officer of distinguished merit, and brother to Lieut. Neville, who died at Plymouth, from the wounds which he received in gallantly cutting out la Chevrette.

On his passage from Jamaica, Mr. Pemberton, midshipman of the Leviathan.

THE
Marine List
OF
SHIPS LOST, DESTROYED, CAPTURED, AND RECAPTURED, &c.
FROM JULY 26 TO AUGUST 19, 1803.

LA Vengeance, ——, from St. Domingo, is taken by the Two Brothers privateer, and ſent into Plymouth.

Les Deux Amis, from Martinique, is taken by the Thunderer man of war, and ſent into Plymouth.

The Louiſa (Swede), Kopke, from Amſterdam to Liſbon, is detained by the Anna Maria privateer of Portſmouth, and ſent into Falmouth.

L'Union, and les Deux Anges, from St. Domingo, are captured by the Lancaſter letter of marque, and ſent into Liverpool.

Le Jeune Corneille, ——, from Martinico to Dunkirk, is captured by the Governor Carleton (letter of marque), and arrived in the Clyde.

The Lucile, ——, from Berbice, is taken by the Roſario ſloop, and ſent into Cork.

The ſloop Peggy, Evans, from London to Briſtol, was captured on the 27th of June, off Topſham, by a row-boat privateer, and carried into a port near St. Maloes.

The Harmony, Watſon, from Cork to London, upſet in the river of Cork. Cargo will be ſaved.

The Seine frigate is loſt on the coaſt of Holland. People ſaved.

The Little Jane, ——, from Jamaica to London, is recaptured by the Lion and Active privateers, and arrived at Guernſey.

The Lucia, ——, from St. Domingo to Dunkirk, is captured by the Dove privateer and carried into Guernſey.

A neutral veſſel, arrived at Kinſale the 23d inſtant, from Madeira, ſpoke the Comet, Morine, from London to Bengal, in poſſeſſion of the French; ſhe was taken on the 1ſt of July, 160 leagues north of Madeira. On the 15th fell in with the London, brig letter of marque, of London, Captain Falvey; ſhe was in poſſeſſion of the Frederique of l'Orient, loaded with 1200 barrels of oil, from the South Seas.

The Vrow Renſena, Small; the Vrow Gurly, Van Leer, and the Vrow Wilhelmina, both from Norway to Embden; the Vrow Engelina, from Norway to Harlingen; the Vrow Anna Juns, from Drawback to Amſterdam, are detained and ſent into Yarmouth.

The Lucie, ——, from St. Domingo to France, is captured by the Dove privateer and carried into Guernſey.

La Marie Bernard, Gourtey, from Guadaloupe to Havre, is taken by the Regulus and Ajax privateers, and carried into Falmouth.

The Alexander, ——, from St. Domingo to Marſeilles, is taken by the Anna and Ellen privateer, and carried into Liverpool.

The Prince Scott, from Grenada to London, has been captured, and ſince retaken by the Ceres privateer, of Jerſey.

The Abraham, Johannes, of 600 tons, from Surinam to Amſterdam, is captured by the Ceres privateer of Jerſey.

The Venus French privateer, of eighteen guns, and 150 men (out five days, and made no capture), is taken by the Thunderer man of war. And the Courier de Terre Neuve French privateer of four guns and fifty men (out a month, and made no capture) is taken by the Plantagenet man of war, and both arrived at Plymouth.

The Nicholas, Kruge, from Genoa to Hambro, is detained by the Speedwell privateer. The Juffrow Johanna, Deboer, from Bourdeaux to [illegible], is detained by the Diamond frigate, and both are ſent into Plymouth.

Le Frederique, of l'Orient, from the South Seas, is taken by the London letter of marque, and carried into Portſmouth.

The Leopard, Shaw, from Philadelphia for Bremen, is detained and ſent into Falmouth.

L'Enfant Prodigue French privateer, pierced for ſixteen guns, is taken off St. Lucia by the Emerald frigate.

The Leander, Newman, from Galway to Briſtol, which was taken by a French privateer, has been retaken near Corunna, and arrived at Falmouth.

The Napoleon, Knox, from Liverpool to Hambro, is detained by the Clyde frigate, and ſent into Leith roads.

La Providence, ——, from Martinique, and l'Aimable, ——, bound to France, are taken and arrived at Liverpool, the former by the Elizabeth, and the latter by the Ainſley of that port

The Karen, Simonſen, from Norway; and the Jong Abra, from Rotterdam, are detained and ſent into Yarmouth.

La Zelma and Clarenna, from Martinique to Havre, is taken by the Drake privateer of Dover, and carried into Milford.

The Philippa, of Dartmouth, from Leghorn to Cork, has been taken by la Caroline French privateer, and retaken by the Vigilant privateer, of Guernſey.

A number of French ſhips from the Weſt Indies, bound up the Mediterranean, are taken and ſent into Gibraltar. Several Danes, with French property on board, are detained and ſent into that place.

The Siſters, Neil, from Trinidad to Briſtol, was loſt the 17th of June on Onegada. Crew ſaved, and part of the cargo.

The Joſeph and Grace privateer, of Plymouth, has been captured and plundered by a French privateer, ranſomed for 120l. and arrived at Plymouth the 30th of July.

A privateer belonging to Marſeilles, has taken, in the Mediterranean, an Engliſh veſſel of 250 tons, laden with corn and ſtaves, bound to Malta.

Captain M'Neil, of the Two Friends, arrived off Portland, was ſpoke with the 23d of July, by a French privateer, who had two prizes with her, one of them the Culland's Grove, from Bengal to London.

The Nelſon, Ritchies; the George and Mary, Biſhop; and the Lion, ——, from Trieſte to London, are captured and carried into Ancona.

The Sir Andrew Mitchell, and the Calpee, from Liſbon, are arrived at Portſmouth, with 380 of the crew of his Majeſty's ſhip Victorious, which has been broken up at that place.

The Young Nicholas privateer, of London, of eighteen guns and fifty men, fell in with la Blonde French privateer, of twenty-two guns, and 100 men, and engaged her an hour and a half, when having four men killed ſhe was obliged to ſtrike. The Captain of the French privateer gave up the Young Nicholas to the Captain and crew for their courageous conduct, and ſhe arrived at Penzance the 2[illegible]th of July.

The Blonde French privateer, of twenty-two guns and 100 men, has taken the following veſſels:—The Culland's Grove, from Bengal to London; the Henry (Guineaman), Captain Flynn; and the Fiert, Anthony, from the South Seas to London, and was in company with them on the 24th of July. She had previouſly taken the Alert, of Galloway; Blanche, ——; Martha, ——; and Maria, Arther, from Jamaica to London.

The brig Diſpatch, of London, laden with mahogany, has been ſeen off Cape Antonio, without any perſon on board, and full of water.

A French national brig of war is taken by l'Egyptienne frigate, and arrived at Portſmouth.

The Young Caro, ——, bound to France, is detained by the Duke of York cutter; and le Fevere, ——, from Nantes, is taken by the Hydra frigate, and both ſent into Portſmouth the 2d of Auguſt.

L'Ardour French ſtore ſhip, from Martinique; le Jean Pierre, ——, from Guadaloupe; l'Engageante, from St. Domingo, are taken by the Endymion frigate.

The Johanna Elizabeth, from Gottenburg to Bourdeaux, is detained by the Diamond frigate.

The Hercules, ——, from Cette, is detained by the Hazard ſloop. And the Ceres, from Cette, is detained by the Regulus privateer, and all ſent into Plymouth, the 1ſt of Auguſt.

The May, ——, from Leghorn to Liverpool, has been taken, retaken by the Hazard ſloop, and arrived at Plymouth the 3d of Auguſt.

The Martha, Carr, from Barbadoes to London, was taken by la Blonde privateer, the 12th of July, retaken by the Cleopatra, of Jerſey, the 15th, again captured on the 2[illegible]th by the Aventure French privateer, ſince retaken by the Unique frigate, and arrived at Portſmouth the 4th of Auguſt.

L'Atalante privateer, of twenty-four guns, and 150 men, from Bourdeaux, is captured by the Plantagenet man of war, and ſent into Plymouth the 3d of Auguſt.

The Philippa, of Dartmouth, from Leghorn, which has been taken and retaken, is arrived at Plymouth.

The Waſhington, Donovan, from Bourdeaux to London, is ſent into Plymouth by the Diamond frigate.

The Embden packet, Burmiſter, from London to Stettin, is detained and ſent into Yarmouth, by the Beaver ſloop.

The Neptunus, a Dane, Moller, from Leghorn to London, is detained by the Mary privateer of London, and carried into Falmouth.

The Neptune, ———, from the Havannah to Bourdeaux; the Nancy, from Charleſton to Rochelle, and the Superior, from New Orleans, are detained by the Ann and Maria privateer of Goſport, and arrived at Portſmouth the 2d of Auguſt.

The Roſe, M'Ilvern, from Cette, is taken and ſent into Liverpool by the John Bull privateer.

The Henry, Smith, of Liverpool, was taken by a French privateer, the 1ſt of July, ſince retaken by the Miranda privateer, and arrived at Falmouth.

The Sulphur bomb has detained and ſent into the Downs the Spaniſh lugger El Carmen, from Bilboa.

The Alice, of Whitby, Clarke, from London to Malta, is captured by the Concordia French privateer, and carried into Carthagena.

The Frederica Maria, Andreſen, captured by the Lancaſter, of Liverpool, has been retaken by la Blonde French privateer, and again captured by the Ceres, and ſent for Jerſey.

The Induſtry, le Queſne, from St. Croix to Guernſey, is retaken by the Maria privateer of Guernſey, and carried in there.

The Adventure, Bruce, from St. Vincent's to London, and the Sybella, Barton, from Trinidad to London, have been captured by the Caroline French privateer, of eighteen guns, and 130 men, ſince retaken by the Catherine and Mary, of London, and it is ſuppoſed are again taken by the Caroline. The Sybella is retaken by the Tourterelle frigate, and arrived at Portſmouth the 4th of Auguſt.

The Die Frouwe, Harb, from Naples to Hambro', and the Die Geſelſchaft, a Dane, from Pernau to Liſbon, are detained and ſent into Portſmouth; the former by the Albion cutter, and the latter by the Ant ſchooner.

The Lady Hobart packet, from America, was loſt the 28th of June, on an iſland of ice, in lat. 46. 33. N. long. 44. W. Paſſengers and crew ſaved, and arrived at Newfoundland.

The Comet, Moring, from London to Bengal, was taken the 1ſt of July, 100 leagues north of Madeira, by five French line of battle ſhips and ſome frigates, from St. Domingo, and carried into Ferrol.

The Henriette, of l'Orient, from the Iſles of France, is captured by the John Bull, and a Guernſey privateer, and arrived at Cork.

The Union, Brown, from Grenada to London, and the Maria, Arthur, from Jamaica to London, which were captured by the French, and recaptured by the Iſis man of war, are taken by that ſhip to Newfoundland.

The Catherine and Mary privateer of London, Captain [illegible], arrived at Plymouth the 1ſt of Auguſt in great diſtreſs, having had two ſevere engagements with the Caroline French privateer, and having expended all his ammunition, and greatly damaged in the hull and rigging, was obliged to ſtrike. The French Captain gave her to the crew.

The Abraham, Roos, from Surinam to Amſterdam, is taken by the Nile privateer of Portſmouth, and ſent for Jerſey.

The Blanche, Galbraith, from St. Thomas's to Liverpool, and the Alert, Johnſon, of Galway, from Madeira, are taken by la Blonde French privateer, and the latter burnt.

The following veſſels are ſent into Gibraltar:—L'Alexandre, Fabre, from Martinique to Marſeilles; le Prudent, from St. Domingo to Marſeilles, taken by the Bittern ſloop; the Emanuel, from Trieſte to Amſterdam; the Hazard, from [illegible] to Genoa; the Weiſſteen, from Trieſte to Amſterdam, detained by the Bittern; l'Hirondelle, from the Iſles of France to Bourdeaux, prize to the Revolutionnaire; la Marie Tereſe, from St. Domingo to Bourdeaux, prize to the Ambuſcade; le Petit Fils, d'Oliveira, from Martinique to Marſeilles; l'Unite, from Guadaloupe to ditto, both prizes to Admiral Campbell's ſquadron; le Gute, ——, from Guadaloupe, prize to the Amphion; l'Anne, from St. Domingo to Marſeilles; l'Heureuſe, Jaques, from Martinique to ditto, both prizes to the Bittern. The Buonaparte, Hanſen, from Cette to Hambro'; the Hoppet, Pedron, from Cette to Stockholm; the Two Brothers, Kohlers, from Cette to Bremen, all detained by the Bittern. The Young Daniel, Wybrand, from [illegible] to Amſterdam, detained by the Victory; the Indiſcelone, Davidſon, from Civita Vecchia to Rouen; the Hoffman, Fiſher, from Cette to Stettin; the Angel, Soland, from Cette to St. Peterſburgh, detained by the Tourterelle.

L'Hirondelle, from the Iſles of France and Gibraltar, taken by the Revolutionnaire, is arrived at Portſmouth.

The Friends, Hope, ———, from Naples to Hambro', is detained by the Albion cutter, and ſent into Portſmouth.

L'Epervier, French ſhip of war, is captured by l'Egyptienne, and ſent into Portſmouth.

The Friende (a Dane), Peterſen, from Trieſte, is detained and ſent into Portſmouth by his Majeſty's ſhip Pegaſus.

A French veſſel of about 150 tons, from St. Domingo, is taken by the Walton of Briſtol, and carried into that port.

The Alexander Hodgſon, Thorndyke, from Batavia, and the Santa Roſa, Quiſon, from the Havannah to Malaga, are detained and ſent into Plymouth; the former by la Victorieuſe ſloop, and the latter by the Sally privateer.

The Mercury, Dutch ſhip, from the Weſt Indies, is taken by the Integrity privateer, and carried into Weymouth

A French ſchooner, from Senegal, is taken by the Drake cutter, and ſent into Falmouth.

L'Actif, from Guadaloupe for Bourdeaux, is captured by the Speedwell, Reid, of London, and carried into Fowey.

The Eliza, Inglis, from Barcelona to Falmouth, is detained by the James of Liverpool, and ſent into Milford.

The Jacobina, ———, from Surinam to Amſterdam, has been taken by the Friends' Goodwill, of Guernſey, retaken by la Venture French privateer, and again taken by the Roſario ſloop of war, and carried into Milford.

The Reſolution, Langley, from Malta to Briſtol, has been taken, retaken, and carried into Guernſey.

The Adventure, Bruce, from St. Vincent's to London, has been taken and retaken, again captured, and ſince retaken by the Dryad frigate, and arrived at Cork.

The Hannah, of London, Mackie, from Peterſburg, having ſprung a leak, put into Calmer Harbour the 15th of July, where ſhe will be obliged to unload to repair

The Blanche, Galbraith, from St. Thomas's to Liverpool, ſtated to be taken by the Blonde privateer, is burnt.

L'Alert lugger, French privateer, is taken and ſent into Portſmouth, by the Amelia frigate.

L'Union, ———, from Martinique to Marſeilles, is taken by the Pique frigate, and ſent into Plymouth.

The Weiſſteen, Neys, from Trieſte to Amſterdam, is taken by the Surpriſe privateer, and carried into Guernſey.

The Aurora, Leidberg, from Trieſte to Amſterdam, is detained by the Lottery privateer, and carried into Guernſey.

The Iris, Smit, from Genoa to Amſterdam, is detained and ſent into Yarmouth by the Defence man of war.

The Mentor, ———, from St. Domingo to Havre, is captured by the Alert, Captain Murchiſon, and carried into Cork.

The Duckingfield, Aitkin, arrived in the Downs, parted from the Jamaica fleet the 31ſt of July, off the Weſtern Iſlands, in a heavy gale of wind, in which ſeveral of them were diſmaſted and otherwiſe damaged.

The Embden packet, Burmiſter, for Stettin, which was detained and ſent into Yarmouth, ſailed from thence on the 11th of Auguſt.

L'Harmonie, ———, from New Orleans to Marſeilles, was taken to the ſouthward of the Azores by the Paragon, Hart, of Lancaſter, and ſent into that port.

The Severino, da Silva, from St. Ube's to Cork, ſprung a leak, and foundered at ſea about the 17th of June. Crew ſaved.

The Margaret Guineaman, of Liverpool, was ſeen by the Harmonie, arrived at Lancaſter, on the 18th or 19th of July, with a large ſhip, her prize, ſaid to be from the Iſles of France.

The Fanny, Davids, from the Cape of Good Hope to Surinam and Hambro', was ſtranded at the Cape the 15th of April.

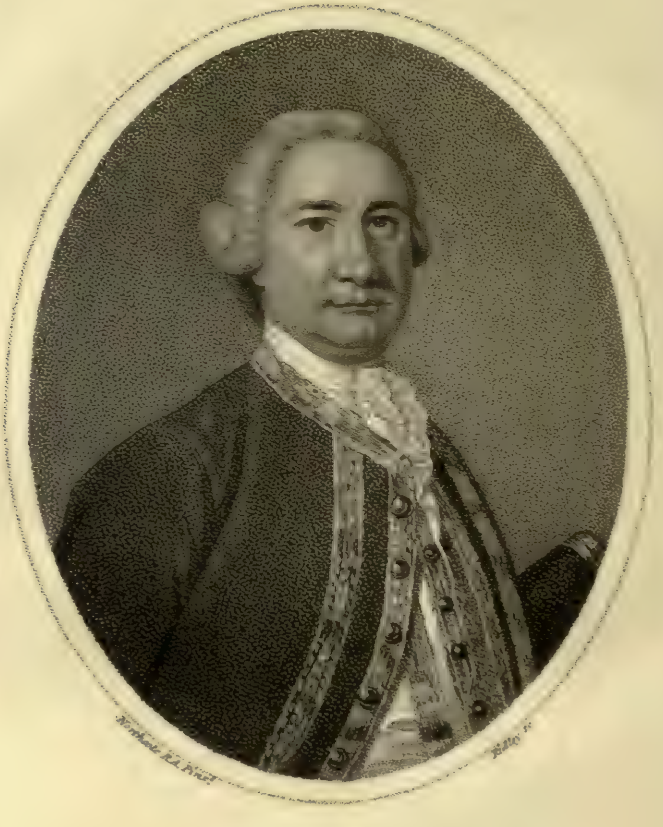
The Nonpareil privateer, Captain Chapman, fell in with la Blonde privateer on the 28th of July, in lat. 45. 30. long. 14. 30. with two large ſhips in company; but having been informed the day before that la Blonde carried thirty-two nine-pounders and 300 men, he did not attack her.

La Concepcion, and le Jean Baptiſta, from the Havannah to Malaga, are detained and ſent into Falmouth by the Regulus privateer of London.

The Hollanda, a Dutch Greenlandman, is taken by the Mary privateer of Haſtings, and arrived at Shields.

The Watt, arrived at Liverpool, from Jamaica, left the Goliath man of war, with thirty-nine ſail in company, two days after the gale.

The Jamaica frigate has taken a French cutter privateer, and carried her into Plymouth.



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RICH.D TYRREL ESQ.R REAR ADMIRAL,

of the White Squadron

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BIOGRAPHICAL MEMOIRS OF

THE LATE RICHARD TYRREL, Esq.

REAR ADMIRAL OF THE WHITE SQUADRON.

Stranger, if thou lov'st a tear,
 Weep thee o'er his death awhile:
f thine eye would still be clear,
 Think upon his life and smile.

HUNT.

THOUGH public curiosity, perhaps, is more strongly excited by contemporary biography, it is sometimes pleasing to take a retrospective glance at the heroes of preceding periods; to review the lives and actions of those, whose characters reflected lustre on the "days of other times." By a revival and display of the honours attained by our fathers, a proper spirit of emulation may be infused into their children; and their battles may be fought over again, not only in idea but in reality, and with increased success. We profit, too, by contrast and comparison, as well as by example. By contemplating the roughness and imperfections of our predecessors, we learn to supply in ourselves what may have been deficient in them; to soften down the asperities of our national character, and thus to render ourselves more amiable in the eyes of the world at large. By contemplating those interesting originals, we also learn to check every effeminate or degrading impulse, and are enabled to retain that honest and not unpleasing bluntness by which the sons of Britain have been so long distinguished. Courage and urbanity are by no means incompatible; and our naval officers of the present day, though more polished, are not less brave than their fathers were.

The above observations apply with some force to the character of the late Rear-Admiral Tyrrel, whom we have now selected as the subject of historical remark. He was a brave man, an unsophisticated British tar.

Our information respecting this worthy officer is rather scanty, but it is highly interesting; his life exhibits traits of constitutional heroism; and, though we have not been able to enrich its memoirs with any novel particulars, we think it too important to be withheld from the public. We are not among those who are proud of shining in borrowed plumage, and we would anxiously avoid the charge of plagiarism; we therefore candidly apprise our readers, that, for the principal materials of which the following sketch is composed, we are indebted to Mr. Charnock's respectable work, the *Biographia Navalis*.

Richard Tyrrel, descended from an ancient family in Ireland, was born about the year 1716. He was nephew, by the maternal side, to that illustrious and esteemed officer, Vice-Admiral Sir Peter Warren; and, under his patronage, was first introduced to the perils and honours of a naval life. *As the twig is bent, the tree will grow*; it is not therefore surprising, that, under the care and discipline of so accomplished a seaman as Sir Peter Warren, young Tyrrel should attain that knowledge, skill, and bravery, which ultimately caused him to be ranked among the most respected of his profession.

Of his earlier years we know nothing. He has been mentioned as having been appointed Post Captain to the Superbe; but this account has been contradicted; and as he was appointed to the Launceston in December 1743, and his uncle, Sir Peter, a senior officer, was *promoted* to the command of the Superbe, in the same, or the preceding year, the statement may be considered as wholly erroneous. Sir Peter Warren was promoted *from* the Launceston to the Superbe, and we presume Captain Tyrrel immediately succeeded him in the command of the former ship. His commission was dated on the 26th of the month.

We hear nothing farther of Captain Tyrrel, till the year 1748, when he commanded a frigate in the West Indies. At this period, some disputes occurred respecting the island of Tobago, which at one time threatened a serious termination. Captain Tyrrel was employed on the occasion, and his conduct is thus handsomely recorded by the historian Smollet:—

In the beginning of the year, the Governor of Barbadoes having received intelligence that the French had begun to settle the island of Tobago, sent thither Captain Tyrrel, in a frigate, to learn the particulars. That officer found above three hundred men already landed, secured by two batteries and two ships of war, and in daily expectation of a farther reinforcement from the Marquis de Caylus, Governor of Martinique, who had published an ordinance, authorizing the subjects of the French King to settle the island of Tobago, and promising to defend them from the attempts of all their enemies. This assurance was in answer to a proclamation, issued by Mr. Grenville, Governor of Barbadoes, and stuck up in different parts of the island, commanding all the inhabitants to remove, in thirty days, on pain of undergoing military execution.

Captain Tyrrel, with a spirit that became a commander of the British navy, gave the French officers to understand, that his Most Christian Majesty had no right to settle the island, which was declared neutral by treaties; and that if he would not desist, he should be obliged to employ force in driving them from their new settlement. Night coming on, and Mr. Tyrrel's ship falling to leeward, the French captains seized that opportunity of sailing to Martinique; and next day the English commander returned to Barbadoes, having no power to commit hostilities.

In 1755, the encroachments and insults of the French, in North America, had become so atrocious, that the British government deemed it expedient to oppose a check to their proceedings. This, being carried into effect, afforded pretence, on the part of France, for a hostile equipment. Until this period history is again silent respecting Captain Tyrrel. In the month of July we find him commanding the Ipswich, a sixty-four gun ship, one of the fleet under Vice-Admiral Sir Edward Hawke, appointed to cruise off Cape Finisterre, for the purpose of intercepting a French convoy from the West Indies, under the escort of M. de Guay. The Frenchman, however, eluded the vigilance of Sir Edward; after capturing His Majesty's ship Blandford, he got safe into port; and the British fleet, without having accomplished its intention, returned to Spithead.

On the 8th of May, in the succeeding year, 1766, Admiral Bing sailed from Gibraltar, for Minorca, with the view of relieving Fort St. Philip, then besieged by a large body of

French troops. Having been retarded on his passage by calms and contrary winds, he unfortunately did not make the island of Minorca till the 18th. After falling in with the French fleet, and sustaining a disadvantageous conflict, it was determined by a council of war, that the crippled state of the ships required an immediate return to Gibraltar to refit: their return was also necessary for the security of the fortress, and for the more immediate protection of the trade.

In the interim, Commodore Broderick, in the Prince George, had arrived from England in the bay of Gibraltar, accompanied by the Ipswich, Captain Tyrrel; the Nassau, Captain Sayer; the Hampton Court, Captain Webb; and the Isis, Captain Wheeler, as a reinforcement for the Admiral. In July, however, the Admirals Bing and West, and several of the Captains under them, were superseded by Vice-Admiral Sir Edward Hawke, Rear-Admiral Saunders, &c.

We are not certain how long Captain Tyrrel remained on the Mediterranean station; but it is probable that he returned to England, with Sir Edward Hawke, at the close of the year.

In 1757 and 1758, he commanded the Buckingham, a seventy gun ship, under Commodore Moore, at the Leeward Islands.

In the latter year, Captain Tyrrel, in company with the Cambridge, the Commodore's ship, attacked and destroyed a battery, in Grand Ance Bay, in the island of Martinico. The gallant assailants sustained no material loss or injury; but the battery was levelled with the ground; three, out of four, privateers which had taken shelter under it, were destroyed; and the fourth was carried to sea by the captors, and converted into a tender. The crew of the Buckingham were, on this occasion, elated with their success; and, in the exulting pride of pitiless victory, earnestly solicited their commander for permission to land and plunder a neighbouring village. Captain Tyrrel, however, whose humanity was equal to his courage, checked the cruel impulse.—" Gentlemen," said he, " it is beneath us to render a number of poor people miserable by destroying their habitations and little conveniences of life. Brave Englishmen scorn to distress even their enemies when not actually in arms against them."—This admirable sentiment, the effusion of genuine philanthropy, reflects the highest honour on Captain Tyrrel. Incidents like these, develope the character of man, and mark, whether he be entitled to wear the "human face divine," or be fitter to coalesce with the prowling savage of the forest.

About the latter end of October, Commodore Moore having been apprised, that a fleet of French merchantmen, under the convoy of a ship of the line and two large frigates, were on the point of sailing from St. Eustatia for Martinico, Captain Tyrrel, in the Buckingham, was dispatched with the view of intercepting them. On the 3d of November the Buckingham was joined by the Weazel sloop; but still the English force was strikingly disproportionate to that of the convoying ships of the enemy, consisting of the Florissant, of 74 guns and 700 men, l'Aigrette, of 38 guns and 350 men, and l'Atalante, of 28 guns and 250 men, while the Buckingham mounted only 70 guns, and the Weazle, 14. Captain Boyles, the commander of the Weazle, was on board of the Buckingham, receiving his orders, when a fleet of nineteen sail were discovered. Chase was immediately given, and the strange sail were soon perceived to be those of which Captain Tyrrel was in quest. Preparation was immediately made for action, and Captain Boyles was directed to superintend the lower deck. At half past two, P. M., the Weazel got so close to the Florissant, that she received a whole broadside from that ship. Fortunately, however, she sustained very little damage; and, by the orders of Captain Tyrrel, she fell under the stern of the Buckingham, and kept at such a distance during the whole of the succeeding action between that ship and the Florissant, that she had not an opportunity of firing a single shot. Her force indeed was so slight, that she could not have rendered any service. The Buckingham was much annoyed by a raking fire from the frigates; but this also impeded their own progress, and Captain Tyrrel got up with his bowsprit almost over the stern of the Florissant. Finding he could not bring the enemy to a general action, Captain Tyrrel gave the Buckingham a yaw under his lee, and discharged a whole broadside into the frigates, which injured them so much that they sheered off, and did not come within shot again during the remainder of the contest. The Florissant also bore away, got under the lee of the Buckingham, exchanged three or four broadsides, materially damaged her rigging, and killed and wounded several of Captain Tyrrel's men; but the Buckingham again getting alongside of her, the action was renewed with redoubled fury. At this period Captain Tyrrel unfortunately lost three fingers of his right hand, was wounded in the face, received several contusions from splinters; and, from loss of blood, was compelled for a time to quit the deck. The Master and Lieutenant of marines were dangerously wounded at the same time. Mr. Marshall, the First Lieutenant, assumed the command, but was soon killed, fighting with the utmost bravery, and in the very act of encouraging the men. The Second Lieutenant then came on deck, and fought the ship yard-arm and yard-arm with the Florissant, till Captain Tyrrel was enabled to resume the command. The action continued till it was almost dark, when the Florissant, for a time, was silenced, and hauled down her colours; but she afterwards fired about eleven of her lower tier guns, and a volley of small arms, which were returned with three furious broadsides, the Florissant not answering with a single gun. Unfortunately, however, the last fire of the Florissant cut the Buckingham's tiller rope; the ship flew up in the wind, and, her running rigging being cut to pieces, she became unmanageable. Profiting by this accident, and the darkness of the night, the Florissant set her fore-sail and top-gallant-sails, and, with the assistance of the frigates, made off. The Buckingham endeavoured to pursue, but, from her disabled state, without effect.

We have thus attempted a faint sketch of this very brilliant and honourable action; but as it would be committing an act of injustice against the respected memory of the brave veteran, Captain Tyrrel, to withhold his official letter on the occasion, and as we are conscious that a perusal of it must afford a very high gratification to our readers, we offer no apology for presenting it. It is addressed to Commodore Moore, then Commander in Chief on the Leeward Island station, as follows:—

Agreeable to your orders I sailed on Thursday night from St. John's road; the next morning I got between Guadaloupe and Montserrat, and gave chase to a sail we espied in the N. W., which proved to be his Majesty's sloop Weazle: upon inquiry, having found that she had not met his Majesty's ship Bristol, I ordered Captain Boyles to come on board for directions as to his farther proceedings.

While his orders were writing out, we discovered a fleet of nineteen sail W. S. W., standing to the S. S. W., upon which we immediately gave chase with all the sail we could possibly crowd. About two o'clock we discovered that they were convoyed by a French man of war of seventy-four guns, and two large frigates. About half an hour after two the Weazle got so close as to receive a whole broadside from the seventy-four gun ship, which did her little or no damage. I then made the signal to call the Weazle off, and gave her Lieutenant orders not to go near the seventy-four gun ship, or the frigates, as the smallest of the latter was vastly superior to him in force. By following this advice he could not come to fire a shot during the whole action; neither, indeed, could he have been of any service.

While I made all the sail I could, they were jogging on under their fore-sails and top-sails; and when we came up within half gun-shot, they made a running fight, firing their stern-chase. The frigates sometimes raking fore and aft, annoyed me very much, but also so retarded their own way, that I got up with my bowsprit almost over the Florissant's stern. Finding that I could not bring the enemy to a general action, I gave the Buckingham a yaw under his lee, and threw into him a noble dose of great guns and small arms, at about the distance of half musket-shot, which he soon after returned, and damaged my rigging, masts, and sails considerably. The largest frigate being very troublesome, I gave him a few of my lower-deck pills, and sent him running like a lusty fellow, so that he never returned into action again. The Florissant likewise bore away, by which means he got under my lee, and exchanged three or four broadsides (endeavouring still to keep at a distance from me), which killed and wounded some of my men; I presume, however, we did him as much damage, as our men were very cool, took good aim, were under good discipline, and fought with a true English spirit.

An unlucky broadside from the French made some slaughter on my quarter-deck, at the same time I myself was wounded, losing three fingers of my right hand, and receiving a small wound over my right eye, which, by the effusion of blood, blinded me for a little while; I also had several contusions from splinters; but recovering immediately, I would not go off deck till the loss of blood began to weaken me. The Master and Lieutenant of Marines were dangerously wounded at the same time.

I called to my people to stand by, and do their duty, which they promised with the greatest chearfulness. I then went down and got the blood stopped, but returned upon deck again; till finding the strain made my wounds bleed afresh, I sent for the First Lieutenant, and told him to take command of the deck for a time. He answered me that he would take her alongside the Florissant, yard-arm and yard-arm, and fight to the last gasp. Upon which I made a speech to the men, exhorting them to do their utmost, which they chearfully promised, and gave three cheers.

I went down a second time more easy than before. Poor Mr. Marshall was as good as his word; he got board and board with the Florissant, and received a broadside from her, which killed him as he was encouraging the men: thus he died an honour to his country, and to the service. The Second Lieutenant then came upon deck, and fought the ship bravely, yard arm and yard-arm. We silenced the Florissant for some time; and she hauled down her colours, but after that fired about eleven of her lower tier, and gave us a volley of small arms, which our people returned with great fury, giving her three broadsides, she not returning even a single gun. Captain Troy, at the same time, at the head of his marines, performed the service of a brave and gallant Officer, clearing the Florissant's poop and quarter-deck, and driving her men, like sheep, down their main-deck. Our top-men were not idle, they plied their hand-grenades and swivels to excellent purpose. It is impossible to describe the uproar and confusion the French were in.

It being now dark, and we having all the rigging in the ship shot away, the enemy seeing our condition, took the opportunity, set her fore-sail and top-gallant-sails, and ran away. We endeavoured to pursue her with what rags of sails we had left, but to no purpose. Thus we lost one of the finest two-deck gun ships my eyes ever beheld.

I cannot bestow encomiums too great on the people and Officers' behaviour, and I hope you will strenuously recommend the latter to the Lords of the Admiralty, as they richly deserve their favour. Notwithstanding the great fatigue the ship's company had experienced during the day, they chearfully continued up all night knotting and splicing the rigging, and bending the sails.

I flatter myself, when you reflect that one of the ships of your squadron, with no more than sixty-five guns (as you know some of them were disabled last January, and not supplied), and four hundred and seventy-two well men at quarters, should beat three French men of war, one of seventy-four guns, and seven hundred men; another of thirty-eight guns, three hundred and fifty men ; and one of twenty-eight guns, two hundred and fifty men; you will not think we have been deficient in our duty. If we had had the good luck to join the Bristol it would have crowned all.

Captain Boyles being on board the Buckingham, I gave him directions to go down and superintend the lower-deck, which he performed with great alacrity.

As we have been so greatly damaged in our masts, yards, sails, and rigging, particularly our masts, I have thought proper to send the Carpenter of the Buckingham, as he can better give you an account, by word of mouth, of what fishes we shall want, than I can in many words of writing.

Before I conclude I cannot help representing to you the inhuman, ungenerous, and barbarous behaviour of the French during the action: no rascally picaroon or pirate could have fired worse stuff into us than they did; such as square bits of iron, old rusty nails, and, in short, every thing that could tend to the destruction of men; a specimen of which, please God, I shall produce to you upon my arrival.

I send you enclosed a list of the slain and wounded.

Killed.—One Officer, five seamen, one marine.

Slightly wounded.—Two Midshipmen, twenty-six seamen, three marines.

Died of their wounds.—One Midshipman, one seaman.

N. B. The Officer killed was Mr. George Marshall, First Lieutenant; and the Officers wounded were, Captain Tyrrel; Mr. Matthew Winterborne, Master; and Mr. Harris, Lieut. of Marines.

The above "unvarnished tale" is highly illustrative of British bravery and characteristic bluntness.

The loss of the Florissant has never been ascertained, but it is generally supposed to have amounted to about two hundred in killed and wounded. Smollet, however, asserts, but we know not on what authority, that the number of slain did not fall short of one hundred and eighty, and that her wounded exceeded three hundred. She is represented to have been so disabled in her hull that she could hardly be kept afloat until she reached Martinique, where she underwent a repair. The larger frigate lost forty men, and received so much damage, that she was for some time quite unserviceable.

In January of the succeeding year, 1759, Commodore Moore, having been joined by a strong reinforcement of ships from England, sailed, with the fleet and army, from Carlisle Bay, Barbadoes, and made several unsuccessful attacks on the island of Martinique. They next proceeded to Guadaloupe, which, after a resistance of upwards of three months, capitulated on the 1st of May. Captain Tyrrel returned to England with the dispatches from Commodore Moore, containing an account of these enterprises. Immediately on his arrival he was introduced by Lord Anson to his Majesty, by whom he was most graciously and affectionately received.

We are not informed of the ship in which Captain Tyrrel sailed to England; but it was not the Buckingham, for she remained on the Leeward Island station; and the French squadron having sailed to St. Domingo, and Commodore Moore having no longer any naval force to oppose, he sent home several of the large ships with the convoy, and shifted his pendant to the Buckingham.

In the month of August following (according to Charnock), Captain Tyrrel was appointed Captain of the Foudroyant, a ship of eighty guns, taken not long before from the French, and esteemed, at that time, the finest of her rate in the British service. It does not appear, however, how long he continued in this command, nor are any other particulars related concerning him during the time that he remained a private Captain. We have some reasons, indeed, for doubting altogether his appointment to the Foudroyant; as in the Appendix to Schomberg's *Naval Chronology*, for the years 1760 and 1762, we find this ship commanded by Captain Duff.

In October 1762, our worthy Officer was advanced to the rank of Rear-Admiral of the White Squadron. This was the first time that he ever held a flag. It does not appear, however, that he was engaged in actual service till after the conclusion of the war, when he was appointed Commander in Chief on the Antigua station.

In 1765, by his vigilance and attention, Rear-Admiral Tyrrel defeated a scheme which the French had in agitation, of forming a settlement on some of the islands in the neighbourhood of Cayenne. The particulars of this discovery he carefully transmitted to Government. This is the last material mention that we find of him during the time he held the above command.

We now approach to the close of a life which certainly was distinguished by skill, by courage, by all the exalted virtues of a British sailor, and which sheds a proud lustre on the annals of our Naval History. Rear-Admiral Tyrrel had quitted his station in the West Indies, and was returning to England in his flag-ship, the Princess Louisa, when he was struck by that tyrant from whose darts virtue is no shield. He fell, not as many other heroes have fallen, "turning, with great effort, the tide of battle;" but resigned his life in peace. He died at sea, on the 27th of June, 1766; and his remains were, at his own express desire, consigned to that element which had so often borne him triumphant on its bosom.

Of Rear-Admiral Tyrrel's family connexions very little is known. He left a widow, who, in the year following, consoled herself for his loss by a union with Robert Fulton, Esq. His mother died in the year 1771, at the far advanced age of ninety-nine.

A very magnificent monument was erected to his memory in Westminster Abbey; and as it is particularly allusive to his achievements and death, we presume the following description of it, with the epitaph subjoined, will be acceptable to our readers:—

It was designed and executed by that ingenious artist Mr. Read, who was pupil to the celebrated Mr. Roubiliac. On the top of the monument is an archangel descending with a trumpet, summoning the Admiral to eternity from the sea. The clouds moving and separating discover the celestial light, and choir of cherubs, who appear singing praises to the Almighty Creator. The back-ground representing darkness. The Admiral's countenance, with his right hand to his breast, is expressive of conscientious hope, while the position of his left arm appears significant of his seeing something awful and impressive. He appears rising out of the sea from behind a large rock, whereon are placed his arms, with the emblems of valour, prudence, and justice. The sea is discerned over the rock at the extremity of sight, where clouds and water seem to join. On one side of it an angel has written this inscription:—"The sea shall give up her dead, and every one shall be rewarded according to their works." In his left hand is a celestial crown, the reward of virtue; and her right hand is extended towards the Admiral, with a countenance full of joy and happiness. Hibernia, leaning on a globe, with her finger on that part of it where his body was committed to the sea, appears lamenting the loss of her favourite son, in all the agony of heart-felt grief. On one side of the rock is the Buckingham (the Admiral's ship), with the masts appearing imperfect. On the other side, a large flag, with the trophies of war; near which is the following inscription:—

Sacred to the memory of RICHARD TYRREL, Esq. who was descended from an ancient family in Ireland, and died Rear-Admiral of the White, on the 26th day of June 1766, in the 50th year of his age. Devoted from his youth to the naval service of his country, and being formed under the discipline and animated by the example of his renowned uncle, Sir Peter Warren, he distinguished himself as an able and experienced Officer in many gallant actions, particularly on the 3d of November 1758, when commanding the Buckingham of sixty-six guns, and four hundred and seventy-two men, he attacked and defeated three French ships of war, one of which was the Florissant, of seventy four guns, and seven hundred men; but the Buckingham being too much disabled to take possession of her after she had struck, the enemy, under the cover of the night, escaped. In this action he received several wounds, and lost three fingers of his right hand. Dying on his return to England from the Leeward Islands, where he had for three years commanded a squadron of his Majesty's ships, his body, according to his own desire, was committed to the sea, with the proper honours and ceremonies,

NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

PRESUMING it to be your wish to render the Biographical Department of your truly valuable work as complete as possible, I have taken the liberty of troubling you with the enclosed.

In a respectable periodical publication I have recently met with a well-written life of the Earl of ST. VINCENT, which, though it is neither so full nor so circumstantial as the one contained in the NAVAL CHRONICLE, exhibits two or three characteristic anecdotes, which I flatter myself will be acceptable to your readers.

As every thing which relates to the present First Lord of the Admiralty must naturally be interesting to the Navy at large, I trust that you will indulge me by inserting these anecdotes, which I have transcribed for that purpose.

Yours, &c.

A CONSTANT READER.

DURING the time of the Earl of St. Vincent's (then Sir John Jervis,) co-operation with Sir Charles Grey, in the West Indies, about the year 1794, there were some circumstances attending the procedure of a convoy of merchants' ships to Europe, on which Sir John wished to consult the different Masters. A signal was made to this effect—the Masters of the merchantmen attended on board the Admiral's ship; he stated to them the motives which had influenced him to convene them, and requested their sentiments on the subject. Finding that each delivered his opinion as his respective interest dictated, the Admiral endeavoured to shew the expedience of unanimity, but without effect; at which, much irritated, he hastily paced the deck, loudly snapping his fingers, singing, with a voice of no common strength, "Sing tantarara, rogues all, rogues all; sing tantarara, rogues all;" and repeated it with such vehemence, that the Masters, dreading some more impressive marks of the Admiral's displeasure, hastened out of the ship without further communication, and the convoy was dispatched to England on his own plan, but without the concurrence his solicitude for the common interest of the trade had in vain endeavoured to procure.

In the early part of the year of the blockade at Cadiz, so effectually executed, there appeared one night every indication of an approaching gale of wind: it shortly took place, and rapidly increased to such a height, as to threaten the destruction of several, if not all, of the ships then at anchor. The only means of warding off the present danger was to veer away more cable, but this could not be instantly given in command, as no night-signal was yet established for this purpose; suddenly he called for the Boatswain and all his Mates, stationed them on the poop, gangway, and forecastle, and told them to pipe together, loudly, as when veering cable; this was heard on board the surrounding ships, when the Captains rightly conceiving the Admiral was veering cable, directed the same to be done on board their respective commands, and the fleet rode out the gale in safety.

At the commencement of the winter of 1798, the dock-yard at Gibraltar was employed on the repairs of some of the ships under the Earl of St. Vincent's orders; conceiving his presence would accelerate the public service, he quitted the Ville de Paris, then bearing his flag off Cadiz, and took up his residence at the garrison. On his requiring that the workmen in the dock should commence their employment at day-break, which was at this season at five o'clock, he was informed that the gates were not opened until an hour after that time; he, therefore, applied to the Governor, General O'Hara, for an alteration in the hour, accommodated to this early duty. "The men," said the Governor, "will not be able to see." "Perhaps not," said his Lordship, "but they can hear me." The request was granted; the Earl of St. Vincent was ever at his post at the dawn of day, with Stentorian voice directing the business; and from the insignia of his rank, with which he was decorated, he was metaphorically styled "The morning star."

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TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

THE loss of his Majesty's ship the Sceptre, in a gale of wind, in Table Bay, in the winter of 1799, is probably yet fresh in the recollection of most of your readers. The following very interesting account of that unfortunate circumstance, by an eye-witness, is from a work lately published, called *Walks and Sketches at the Cape of Good Hope.*

I am, Sir,
Your humble servant,
A. B——N.

AT six o'clock I went to the sea side, about which time the Sceptre, a British 74, and a Danish 64, bound to the eastward, began to lower their flags, and fire guns as signals of distress; and soon afterwards the Sceptre appeared to drive from her anchors. as yet but slowly. At seven the spectators who had assembled on the beach began to disperse, as it was raining hard, until being left alone, I ran along the shore, the vessel still continuing to fire at intervals, and from the deeper sound of each succeeding gun through the repercussion of the hills, it was evident that she was drawing nearer and nearer to the bottom of the bay.

About eight I arrived alone upon the spot. It was now dark; for although the moon was up it was very cloudy, yet not so much so but that I could plainly perceive a large vessel aground with all her masts gone, at no great distance from the shore. I was about to return to Cape Town to communicate this intelligence, when I saw a number of people coming towards the spot, attended by slaves with lanterns. These proved to be the Officers of the Sceptre, who happened to be on shore, together with some Naval Officers, and with them I returned to the place. There was at first some dispute whether it was the Sceptre or not, till at length we discerned the broad pendant flying at the stump of the mizen, which put an end to all doubts.

As the Officers seemed much concerned for the fate of their comrades on board, I endeavoured to cheer them, by how near the ship was to the shore, and the great probability of her keeping together till day-light; at which some seemed comforted; but the greater part, more experienced, only answered, " She is an old ship, she is an old ship." We set to work, however, collecting all the loose planks that were floated ashore, and clubbing our handkerchiefs for tinder, we soon made a large fire, and gave three cheers as loud as we could, to encourage those on board. At ten o'clock, however, it came on to rain so hard that the vessel could no longer be seen; a dismal cry was, however, plainly heard; and before eleven such a number of planks began to be thrown on the beach, together with tables, chairs, and other articles, that it became but too evident that she had fallen entirely to pieces.

The distress of the Officers, and of every man present at this afflicting sight, may be conceived, but cannot be described. Presently some of the crew came ashore half dead, and who would for the most part have been washed back again, had they not been assisted by those on the beach They gave information that the stern of the vessel had first broken off, when the Captain advised every man to stand ready to jump into the sea in case she broke further. In less than a quarter of an hour a great wave struck her amidships, when she fell, as it were, directly to pieces. It was at this time that the dismal cry was uttered which we heard on the shore. The scene of horror that ensued was covered with the veil of night.

About four o'clock the rain ceased and the wind fell; but when day broke, a scene was presented certainly the most afflicting that ever my eyes beheld; the shore for three hundred yards thickly covered with planks, yards, and all the ruins of an English man of war, intermixed with the bodies of more than two hundred brave fellows, who died, not fighting for their country, nor even the sailor's watery death, but absolutely murdered and dashed to pieces amidst the vast quantity of wood which was floating about; upwards of an hundred more perished with them, the bodies of the greater part of which were buried beneath the guns and the portions of the wreck.

Among the bodies washed on shore were those of several women; one of them, with her infant clasped to her breast, was thrown up close to a little rock covered with weeds. Even at this moment I can scarcely refrain from tears at the recollection of this afflicting instance of maternal tenderness, whom even death could not constrain to let go her hold.

A subscription was set on foot for the purpose of erecting a monument to the memory of the dead, as near the spot as circumstances would permit; and although carried to some extent, was afterwards laid aside, for what reason I know not *.

* * *

RESTORATION OF TAINTED FOOD.

SOME time since, M. Cadet de Vaux published in several foreign journals the means which he had employed to sweeten tainted flesh. The Naval Board of Health in France perceiving the importance of such a discovery to navigation, repeated the experiment; of which the following is the result:—Six pounds of prime beef were placed in the situation most favourable to complete putrefaction, which in

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* For a list of the Officers who were on shore at the time of the accident, of those who were saved from the wreck, and of those who were lost, see the NAVAL CHRONICLE, Vol. III. p. 147.

three days it obtained to such a degree as to become of a livid colour, full of maggots, and exhaling so fœtid a smell, as to be insupportable. The process began by washing the meat in boiling water, in order to cleanse it from the worms and mouldiness. Two pounds of charcoal, finely powdered and washed clean, had been prepared, with which the meat was entirely covered, and put into a cloth, and then into a glazed earthen vessel, containing ten pints, which was filled with water, adding a handful or two of charcoal. After boiling two hours, the meat was taken out and washed from the charcoal. The process was completed by boiling it again in clear water with proper seasonings. It was then firm, of a good colour, and possessing the odour peculiar to good beef. It was tasted, as well as the broth, by the members of the board, and by several other persons present, who allowed both the meat and the broth to be excellent. This discovery is not entirely new, as it has been for some time common with the inhabitants of *Birmingham*, and perhaps of other places in England, not only to preserve meat, game, &c. from taint by laying it in charcoal, but even to restore it to sweetness after it had been tainted.

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CONVEYANCE OF GUN-POWDER.

MR. HENRY SMITH, a Lieutenant in the Navy, has obtained a patent for a new kind of vessel for conveying gun-powder from place to place with safety.

This gentleman, from his situation and experience, has witnessed many accidents which have happened in the conveying powder from the hoy to the ship. These are occasioned by the barrels, &c. being chiefly made of wood with copper hoops, the hammering on and taking off of which frequently produce sparks, and these communicating with the powder, prove instantly fatal. To remedy this defect, he proposes to make the vessels entirely of copper, and of such a size as to be perfectly manageable, and to be moved by the hand. To the opening, which admits the powder, is to be fitted in a plug, with a screw, so as to be completely water-tight. Over the plug is to be a handle, by means of which the cask is to be conveyed from one person to another without being once put out of the hand till it is placed in a situation where it is to remain. Among the various advantages enumerated are the following:—In the usual method much of the powder is damaged by the moisture getting through the barrel, which by the use of Mr. Smith's vessel will be prevented. At present, when the powder is brought on board of ships, the sides, deck, &c. are obliged to be covered with hides and other substances, to prevent accidents from the friction of nails, when the barrels are rolled along; but according to the new mode they are never permitted to be rolled.
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but are lifted from hand to hand. Besides these, there are other advantages accruing by this method with regard to filling cartridges, by which time is saved, and much less powder wasted than usually happens in such cases.

POWDER FOR EXTINGUISHING FIRE.

PROFESSOR PALMER, of Brunswick, has invented a powder for extinguishing fire; from the use of which, advantage is expected to arise, especially in winter, when the water is frozen. This powder is composed of equal parts of sulphur and ochre, mixed with six times their weight of vitriol. These ingredients are mixed, and the mass afterwards pulverised. The powder is to be scattered over the places on fire; two ounces are sufficient for a surface a foot square. When it is not possible to approach the flames, cartridges may be made of it, and shot with a cross-bow against such parts of the building where the fire rages with the greatest violence. In order to preserve timber from fire, the Professor directs, to rub it over with common carpenters' glue, and then sprinkle the powder over it, repeating the operation three or four times as the preceding layer becomes dry. If you wish to preserve cloth, paper, ropes, cables, &c. against fire, use water instead of glue in applying the powder.

LONGITUDE AND LATITUDE.

A PERSON at Petersburgh has invented an instrument for taking the longitude and latitude with more facility and preciseness, than has hitherto been possible. He calls this instrument *Rapin*, and describes its form and figure as follows:—It rests on a circle, on the sides of which is an instrument in the form of a semicircle; in the middle is a quadrant with two triangular instruments, and at the top a circle with a flag.

RECIPE TO PREVENT RUST.

THE following composition, is is said, will effectually prevent iron, steel, &c. from rusting:—Mix with fat oil varnish four fifths of well-rectified spirit of turpentine. The varnish is to be applied by means of a sponge; and articles varnished in this manner will retain their metallic brilliancy, and never contract any spots of rust. It may be applied to copper, and to the preservation of philosophical instruments, which, by being brought into contact with water, are liable to lose their splendour, and to become tarnished.

DESCRIPTION OF PLATE CXXXVIII.

THE annexed plate is engraved from a painting by the late Mr. HAMILTON. It is descriptive of the siege of Gibraltar, on the 14th of September 1782, at the particular period of time when the enormous floating batteries of the Spaniards were in flames by the incessant fire of red-hot balls from the garrison.

The following extract from *The History of England, from the Accession of King George the Third, to the Conclusion of Peace in the Year one thousand seven hundred and eighty-three*, by JOHN ADOLPHUS, Esq. F. S. A., contains a very full description of the engraving, and is of itself a complete picture of the important event which reflects so much honour on British heroism.

FOR some days after the destruction of their works by the well-judged sortie in 1781, the Spaniards did not even attempt to extinguish the smoking ruins, but seemed stupified by surprise. Recovering, however, from their consternation, they laboured with increasing assiduity, and again constructed very formidable approaches. The bombardment continued with various degrees of vigour, and was answered by corresponding efforts from the garrison. But after the capture of Minorca, the Duc de Crillon, with twenty thousand French and Spanish troops, joined the besiegers, and assumed the command. The garrison received information of these circumstances, and of the intention of the enemy to make their principal attack by sea, with battering ships of a new construction, calculated to resist the effect of shells, and even of red-hot cannon balls. They displayed no alarm at these tidings, nor at the view of the formidable preparations in the port of Algeziras; confidence and alacrity generally prevailed, and the privates even volunteered extra services to assist the artillery corps. In the adverse camp fear and distrust were diffused; delusive assurances, encouraging promises, threats and punishments, were insufficient to deter large parties from desertion into the country, and individuals into the garrison. The vigilance and judgment of Elliot pervaded every part of his command, and the confidence of those under him rose in proportion; they sustained with unshaken intrepidity the tremendous and now unceasing cannonade, returning a well-directed fire, which often destroyed the artillery, and demolished some works of the besiegers.

The Duc de Crillon had formerly commanded in the Spanish lines before Gibraltar, and was perfectly acquainted with the state of the garrison; his operations were assisted by M. d'Arçon, an able engineer; and Don Juan de Moreno conducted the fleet. The battering ships invented by d'Arçon, were vaunted as impregnable and incombustible: they were fortified to the thickness of six to seven feet on the larboard side, with great timbers bolted with iron, cork, junk, and raw hides; they carried guns of heavy metal, and were bomb proof at the top, the roof being constructed with a descent for the shells to slide off, termed, in military phrase, *a dos d'ane*. Ten of these formidable floating towers the enemy designed to moor, within half gunshot of the walls, with iron chains; while large boats, with mantlets formed with hinges to fall down and facilitate landing, were to be placed at a small distance, full of troops, to take advantage of occurrences. Forty thousand men were to be placed in the camp; but the principal attack was to be made by sea, and covered by a squadron of men of war, with bomb-ketches, floating batteries, gun and mortar boats. Such were the preparations in which the enemy fondly relied, and which they loudly boasted were sufficient to beat the fortifications to powder.

For some time after the floating-batteries were complete, the grand assault was deferred, the interval being employed in preparing and making additions to the approaches by land. Elliot was, with equal activity, engaged in the means of defence; among the most conspicuous of which was, a copious distribution of furnaces and grates for heating cannon-balls *. He had, a few days before the decisive assault, a pleasing presage of their general effect, by burning one of the most prominent and best defended works of the besiegers †.

This event precipitated the grand attack ‡; the Duc de Crillon, alarmed for the fate of the remaining works, opened his batteries in an unfinished state, and maintained an incessant cannonade from an hundred and seventy pieces of ordnance of the largest calibre. The ships of war, gun and mortar boats, also annoyed the garrison and the town. In the space of two days, five thousand five hundred and twenty-seven shot, and two thousand three hundred and two shells were expended from the land batteries alone, to which the garrison returned only a few rounds, against working parties employed in repairs.

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* In justice to Sir Robert Boyd, it should be commemorated, that the plan of destroying the battering-vessels by red-hot shot, originated with him.

† 8th of September.

‡ 9th and 10th of September.

The next day produced a still more vigorous discharge; and on the ensuing morning*, the garrison beheld the combined fleets of France and Spain anchored in the Bay between the Orange Grove and Algeziras.

The force of the enemy was ostentatiously paraded before the eyes of the garrison, as if intended to unnerve their exertions by terror; and an armament more calculated to produce that effect, was never, perhaps, drawn forth. Forty-seven sail of the line, ten *invincible* battering ships, carrying two hundred and twelve guns, numerous frigates, xebecs, bomb-ketches, cutters, and gun and mortar boats, with smaller craft for the purpose of disembarkation, were assembled in the Bay. On the land side were stupendous batteries and works, mounting two hundred pieces of ordnance, and protected by an army of forty thousand men, commanded by a victorious and active General, and animated by the presence of two Princes of the Blood, a number of Officers of the first distinction, and the general expectation of the world.

To this prodigious force was opposed a garrison of seven thousand effective men, including the marine brigade, with only eighty cannon, seven mortars and nine howitzers. A prevalent sense of the importance of the station, and the glory which would redound from the defeat of so powerful a foe, raised enthusiastic ardour; and the encouragement the enemy might derive from acting under the eyes of the offspring of their sovereigns, was more than counterbalanced by the affection which the garrison felt towards those Officers who had so long shared with them every hardship, toil, and privation, and whose affability, moderation, and justice, made all consider themselves of a family, a "band of brothers." They anticipated, with animated confidence, the arrival of that day which would relieve them from the tedious cruelty of a blockade.

Having made requisite preparations for resistance †, Elliot suffered the battering ships to range themselves in order, the nearest nine hundred, the most remote about twelve hundred yards, from the walls. At three quarters after nine o'clock the cannonade commenced; the enemy were completely moored in less than ten minutes, and the spectators who crowded the neighbouring hills, witnessed a continued discharge on the garrison from four hundred pieces of the heaviest artillery ‡. The battering ships were found to be not less formidable than they were represented. Against them the garrison directed their whole exertions, regardless of annoyance from the land batteries; but they observed with astonishment, that the heaviest shells rebounded from their tops, while thirty-two pound shot made no visible impression on their hulls; a momentary fire was always extinguished by the application of water. The disappointment of their first exertions only stimulated the garrison to greater vigour; incessant showers of red hot balls, carcases, and shells, flew from all quarters; the masts of several ships were shot away, and in the afternoon the floating-batteries began to exhibit symptoms, that the skill displayed in their construction could not withstand the furious cannonade to which they were exposed. The confusion on board the Admiral's battering-ship and her second, and the increasing smoke, demonstrated that combustion raged unsubdued; in the evening their firing was considerably abated, and before eight o'clock it had entirely ceased, except from the two remotest floating-batteries, which had sustained and could effect the least injury.

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* 11th and 12th of September.

† 13th of September.

‡ The garrison afterwards learned, with satisfaction, that at this crisis the Moors at Tangier repaired to their mosques, and offered up fervent supplications for the deliverance of their old allies.

During the night the cannonade from the garrison was also abated, from the necessity of allowing repose to the wearied artillery men, and the impossibility of directing the guns with certain effect. This interval was rendered awful by the signals of distress thrown up from the Spanish fleet, and the indistinct clamour, the lamentable cries, and agonizing groans, which proceeded from every quarter. A little before midnight, a wreck with twelve men, the survivors out of threescore, floating in, apprised the garrison that they had gained some advantage; but at one o'clock they saw with joy the effect of their perseverance, and the termination of the hopes of the enemy, in the flames, which burst at once from every part of the Admiral's battering-ships, while another to the southward burnt as fatally, though with less fury.

The light of the conflagration * enabled the garrison to direct their artillery with unerring aim; and the calmness of the sea permitted Captain Curtis †, with his gun-boats, to flank the battering-ships, and intercept assistance. At four o'clock six other floating-batteries were in flames; all hope of assisting the sailors was abandoned by the enemy, but British humanity was gloriously exercised in this tremendous crisis. Captain Curtis, with the marine brigade, actively seconded by Captain Sir Charles Knowles, of the Navy, was indefatigable in his efforts to rescue the miserable wretches, no longer considered as foes, from the dismal alternative of meeting death in flames, or in the waves. The gallant Curtis exerted his pious bravery

* 14th of September.

† He received the occasional rank of Brigadier.

till the explosion of a floating-battery imminently endangered his own life and those of his followers, and he gained the immortal glory of rescuing from the grasp of death three hundred and forty-five of his fellow-creatures.

The destruction of eight battering-ships removed every alarm from the garrison, and hopes were entertained of saving the two which remained, as trophies, but one suddenly burst into flames and blew up, and, after a survey, it was found necessary to burn the other *. The loss of the enemy, in killed and prisoners, was calculated at two thousand; while the garrison, in so furious an attack, had only one Officer, two Subalterns, and thirteen privates, killed; and five Officers and sixty-three privates wounded. The damage sustained by the fortress itself was so small, that the whole sea line was put in serviceable order before night. The failure of this unparalleled attack drew on those who had so confidently vaunted of certain success, the ridicule of their own countrymen, as well as of all foreign nations; while the applause of Elliot and his brave associates was universally celebrated, in a tone so full and clear, as to silence even envy and detraction. The Officers and privates of the garrison were gratified with the thanks of Parliament: General Elliot received the Order of the Bath, with which he was invested, by deputation, on the spot which he had preserved and dignified by his conduct and prowess. He was afterwards raised to the peerage by the title of Baron Heathfield, enriched with a pension granted by Parliament, and his paternal arms were enlarged by adding those of the fortress he had so ably defended.

Two days only before the grand attack, Lord Howe sailed for the relief of Gibraltar, with thirty-four ships of the line and some frigates. On his arrival a tremendous hurricane dispersed the enemy's fleet, and drove on shore, under the guns of Gibraltar, the St. Michael, of 74 guns, while the British squadron weathered the storm uninjured. The next morning they entered the Streights in line of battle, and landed their stores, with fifteen hundred barrels of gun-powder. The enemy, with sixty-four sail, of which forty-two were of the line, kept in sight of the British fleet for some days; but though they always had the option, no superiority of strength or advantage of wind, could tempt them to hazard more than a partial action; and the grand fleet returned safely and prosperously.

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* The destruction of these battering-ships has been imputed to the thickness of the timber; the red-hot balls lodged in the sides, and it was impossible to get at, remove, or quench them. If the sides of the ships had been of the ordinary thickness, and the red-hot shot had passed through, they might not have been burnt.

THE

THIRD REPORT OF THE COMMISSIONERS OF NAVAL INQUIRY.

[Continued from page 308.]

ON the 1st of May 1799, Mr. Walter Taylor represented to the Navy Board, the difficulty he had laboured under, during the war, in procuring ash timber to make capstern bars and handspikes, and that he had delivered into Portsmouth yard only some thousands, by which he had lost at least two hundred pounds a year; he also stated, there were many other articles of ash goods in his contract, by which he had been a great loser, but as they were of an inferior consideration, he did not desire any addition for them; he only required to be allowed eight pence per foot for capstern bars instead of five pence, and sixteen pence each for pump brakes and common handspikes, his contract price for the latter being ten pence, and for the former eleven pence; and that he might be allowed those prices in the several yards for such of the articles as had been delivered from the preceding Christmas, and for which bills had not been made out.

The Navy Board, in their warrant of the 13th of June 1799, after stating that they had taken into consideration the reports they had received from the Officers of the several yards, on reference of an application from Mr. Walter Taylor for an increase of price on ash goods, direct certificates to be made out to him for such of the goods under mentioned, as he may have delivered, and has not received certificates for; as also for such as he may afterwards deliver, at the prices against each expressed, until further order; *viz.*

Capstern bars, -	- Eight pence per foot.
Common handspikes,	- One shilling each.
Pump brakes, -	- One shilling and two pence each.

The advance granted by the above warrant on capstern bars, an article of considerable consumption and expense, amounts to sixty pounds *per cent.*; but we find a difficulty in stating the precise advance on the other articles, as common handspikes, from seven to six feet long, were by the contract to be charged ten pence, and of seven and a half feet long, one shilling; and pump brakes, from seven to six feet long, one shilling, and from six to five feet, eleven pence; the directions to increase these articles, of different lengths, and before of different prices, to one specific price, we conceive arose from a want of reference to the contract at the time of making the warrant.

Having some doubt whether the Navy Board intended that the prices of such goods, so increased, should be further raised by any percentage advances which might afterwards be granted on articles, the specific prices of which had not been increased, we called on them, and were informed it was their intention, when they issued the warrant, that the specific prices granted thereby should be subject to the abatements and advances of the then existing and subsequent warrants:—If such intention had been expressed in the warrant, it would have prevented much irregularity in the execution of it.

Mr. Walter Taylor and Son, in their letter of the 23d of June 1800, stated to the Navy Board the great disadvantage they had laboured under from the price and quality of lignum vitæ ever since the year 1795; that they were no longer able to carry on the service of the Navy for want of that commodity; and that the whole quantity of lignum vitæ then in the kingdom would not supply the demands of the Navy for a year; and therefore proposed the fitting all blocks with brass-webbed shivers, or that they might be allowed such an additional price to their contract as would enable them to purchase the lignum vitæ then in the market.

The Navy Board, on the 27th, informed Mr. Walter Taylor and Son, they did not think it would be proper to introduce the brass shivers into further use in his Majesty's Navy; but that they were willing to allow them a certain rate *per cent.* upon the amount of their bills, for a limited time, to cover the advanced price of lignum vitæ, and desired to know what rate they considered themselves entitled to.

Messrs. Taylor and Son, in their reply of the 30th, say, that considering the very disadvantageous conditions under which they had for a considerable time carried on their contract, particularly within the two last years, they beg leave to submit, that the original deduction of ten *per cent.* (explained in a former part of this report), provided for by their contract, and the subsequent advance of six *per cent.* on the gross amount of their bills, be done away; and that whilst the cause of the present grievance prevails, they may have an allowance of ten *per cent.* on the gross amount of the yard certificates, and that they may have such advance on the goods they have delivered, for which certificates had not been made out.

The request contained in this letter is for an advance of 14*l.* 11*s.* 8*d*, *per cent.* on the actual amount of their bills; and we cannot help remarking here, on the assertion made by Messrs. Taylor and Son, of the very disadvantageous conditions under which they had been carrying on the contract for a considerable time; as it appears in evidence, that the allowance made by Mr. Bartholomew Dunsterville to Mr. Walter Taylor, from the 12th of February 1795, amounted to between nine and ten *per cent.* on the whole amount of the supply of Plymouth yard; and that from the 8th of August 1793, he actually received from Mr. Irwin, senior, Mr. Thomas Fox, and Mr. Samuel Taylor, seven *per cent.* on the amount of the goods delivered by them at Deptford, Woolwich, Chatham, and Sheerness yards. If the conditions on which Messrs. Taylor and Son supplied Portsmouth yard were very disadvantageous, what must have been the conditions of the sub-contractors, particularly of Mr. Thomas Fox and Mr. Samuel Taylor, who had paid since 1796, and were then paying, nearly eleven *per cent.* for permission to supply Chatham and Sheerness yards at the prices granted by the warrants of the Navy Board.

The Navy Board, by their warrant of the 14th of July 1800, direct, for the reasons contained in Messrs. Taylor and Son's application, that the abatement of ten *per cent.* and the advance of six *per cent.* shall be done away, and that they shall be allowed an addition of eight *per cent.* upon their contract prices for such goods as they may deliver into his Majesty's several yards, for nine months, from the 8th of July 1800.

This warrant gave to Mr. Walter Taylor an actual advance of twelve and a half *per cent.*, being, with the former advance of the 8th of August, 1793, an increase of twenty *per cent.* on his contract prices; and on capstern bars, the only article named in the warrant of the 13th of June 1799, for increasing the price of ash goods (which we can state with precision, for the reasons before given), an advance of ninety-two pounds *per cent.* from the prices of the contract. By the evidence of Mr. William Adam, it appears, that the average price of English ash timber in 1791 and 1792, was five pounds per load, and in 1799, 1800, and 1802, the average price was six pounds fifteen shillings, being an increase of thirty-five pounds *per cent.*

On the 23d of March 1801, Messrs. Taylor and Son represented to the Navy Board, that in addition to the cause which had before obliged them to apply for an advance, that elm, ash, metal, and iron, had risen in an enormous degree, and they therefore requested a continuance of the prices of the warrant of the 14th of July 1800, for nine months longer.

The Navy Board, by their warrant of the 28th, direct the advance of eight pounds *per cent.* to be continued for nine months from the expiration of their warrant of the 14th of July 1800.

Messrs. Taylor and Son, in their letter of the 8th of February 1802, state to the Navy Board, that the time named in the warrant of the 28th of March 1801, for continuing the advance of eight *per cent.* on their contract prices, expired on the 8th of January, and request it may be continued for six months longer, as the whole of their then eighteen months' stock had been bought in at the war price.

The Navy Board, on the 19th, informed Messrs. Taylor and Son, that the advances granted were for a limited time only, and that as the same reasons do not exist for continuing them, they must return to the prices allowed by the contract, for all goods delivered since the 8th of January then past; and on the same date, the 19th of February 1802, the Navy Board, by warrant, direct the Officers of the several yards to make out certificates for goods delivered accordingly.

On the 4th of March 1802, Messrs. Taylor and Son represented to the Navy Board, that they had been, and were then very great sufferers, and request their contract prices may be without any deduction for a limited time; and express a hope, that soon after peace is settled, a favourable alteration will take place in the price of materials.

The Navy Board, in their warrant of the 11th of March 1802, state, that having taken into consideration a letter from Messrs. Taylor and Son, they direct the Officers of the several yards (notwithstanding their warrant of the 19th of February), not to make the abatement of four *per cent.* provided for by the contract of the 8th of April 1791, upon such goods as Messrs. Taylor and Son have delivered since the 8th of January 1802, or may deliver within six months from that date.

The abatement provided for by the contract of the 8th of April 1791, being ten pounds *per cent.*, and not four (as quoted in the warrant of the 11th of March 1802), the Comptroller and Secretary of the Navy were examined as to the intention of the Navy Board in granting it; and by their evidence we were led to believe that Messrs. Taylor and Son had been considerably overpaid, as no abatement had been made from their bills during the time that warrant was in force: but it has since been represented to us by the Navy Board, that it was their intention that no deduction should be made, and that the naming the four *per cent.* was a mistake of their Secretary, who has since informed us, that the contract was not read at the time of making the minute for the warrant; and that the four *per cent.* having been named in Mr. Taylor's application, was the reason of its being inserted in the minute and warrant.

The Lords of the Admiralty, on the 3d of May 1802, directed the Navy Board to give notice for annulling the block contract as soon as possible, and not to purchase any more blocks from that time.

It having been represented to us by Mr. Samuel Taylor, that he believed the Admiralty had referred his father's contract to their Solicitor, who had deemed it invalid, in consequence of its not having been signed by the Navy Board, and that it was therefore annulled, we called upon Captain Markham, one of the Lords of the Admiralty, by whom it is stated, that no reference was made, or thought necessary to be made, as to the validity of the contract, as it was not considered binding on the public, Mr. Taylor having demanded and received an increase of price on his contract; and that the Admiralty directed notice to be given for the termination of the contract, because they considered it an injurious one to the public, and had it in contemplation to erect machinery in Portsmouth yard for manufacturing blocks, by which they would be made cheaper and better.

Finding it to be difficult to determine the express meaning and intent of some of the warrants for increasing and reducing Mr. Walter Taylor's prices, we called on the Navy Board for a copy of the first bill or certificate for goods delivered, made out to him at each of the yards, under his contract, and under each of the several warrants for increasing and reducing his prices and also for an account of the bills made out to him at the several yards, from the commencement of his contract (an abstract of which is entered in the Appendix), in order to see how the several warrants had been understood and acted upon.

The following statement will shew how the warrant of the 13th of June 1799, for increasing the price of ash goods, has been relatively acted upon at the several yards, at it appears by the copies of the first certificates made out under that and the subsequent warrants, supposing the goods delivered at each yard had amounted to 100*l*. by the specific prices of the warrant of the 13th of June 1799.

Date of warrant.		Deptford.	Woolwich.	Chatham.	Sheerness.	Portsmouth.	Plymouth.
			£. s. d.	£. s. d.	£. s. d.	£. s. d.	£ s. d.
1799	13th of June, -	No ash goods — in the certificate.	100 0 0 †	96 0 0 *	96 0 0 *	96 0 0 *	100 0 0 †
1800	14th of July, -	108 0 0 *	100 0 0 †	—	108 0 0 *	108 0 0 *	108 0 0 *
1801	11th of March, -	—	—	100 0 0	—	100 0 0	100 0 0
1802	19th of February, Directing a return to the contract price after the expiration of the warrant of the 11th of March.	—	56 5 0 †	—	—	90 0 0	100 0 0

By the Navy Board's explanation to us of their intention, when they granted the warrant of the 13th of June 1799, the sums marked thus * would appear to be right; but by the words of the several warrants, we should have conceived the sums marked thus † to be right: and that during the operation of the warrant of the 11th of March 1802, the certificates for capstern bars ought to have been made out in the proportion of 62*l.* 10*s.* instead of 100*l.*, as the warrant of the 19th of February preceding had directed a return to be made to the contract prices.

From the very loose manner in which some of the warrants are worded, we are not surprised to find that they have been so differently interpreted and acted upon at the several yards; but we are at a loss to account how the certificates could be suffered to pass at the Navy Office, where they all came under the examination of one person, whose special duty it is to see that they are made out in exact conformity to the orders of the Board, and who has an easy reference for explanation, if he should judge it necessary; we do therefore recommend that the warrants of the Navy Board be worded with more circumspection, and that more attention be paid to the examination of the yard certificates before they are passed into bills.

And, in order to prevent a recurrence of similar evils, we do strongly recommend the doing away the present practice of making the prices of contracts subject to a variety of abatements and advances, which render the accounts to be made out under them complicated, and by multiplying calculations, liable to error. We think all contracts which are formed by percentage biddings on specific prices, and further agreements for articles which may be required of contractors, should form a common scale or basis for the prices, and that the whole should be liable only to one simple percentage, abatement, or advance, whether it be determined by the contract or the warrant of the public Board; and we also think the specified prices of contracts entered into for a great variety of articles, ought to be revised and made proportionable to their current value, when circumstances will admit; this we conceive may always be done in time of peace, before the bidding for a new contract takes place, instead of referring to a scale of disproportional prices in a former contract, as, by that circumstance, none but those who have acted under the contract, and are acquainted with the general consumption of the articles charged above or below their current value, can at all judge of the terms of the proposed contract.

It appears by the papers we required the Navy Board to lay before us, on the subject of an improved block invented by Mr. John Garnett, and tried in his Majesty's Navy, that at the time of entering into this contract, there was a great competition between Mr. Walter Taylor and Messrs. Garnett, Randall, and Brent, for supplying his

Majesty's Navy with blocks, and that many very respectable Officers of his Majesty's fleet had testified their fullest approbation of the block invented by Mr. John Garnett, and had stated that it possessed a manifest superiority over any other block they had ever seen. From amongst many other testimonies, equally strong, we have selected a report of a survey held on blocks of Mr. Garnett's invention, by order of the Lords Commissioners of the Admiralty, on the 25th of March 1791 *.

There is not any notice taken of a patent in Mr. Walter Taylor's contract; it has, however, been stated to us by his son, that he had one for an improved lignum vitæ coaked shiver, deliverable under his contract; but as it has been represented to us by Mr. Dunsterville to have possessed no positive advantage over the old triangular coaked shiver, we conceive the Navy Board, instead of granting the increased prices on Mr. Taylor's several applications, had it in their power to have dissolved the contract, if they had judged it expedient, and to have adopted the old triangular coaked shiver; or to have contracted with Messrs. Randall, Brent, and Garnett, for blocks, considered by the Officers of the Navy to have been very superior to Mr. Taylor's.

Our attention has naturally been directed to the circumstance of the Navy Board's granting Mr. Walter Taylor considerable advances, notwithstanding he had entered into contract to supply his Majesty's yards with blockmakers' wares for seven, fourteen, or twenty-one years, at specific prices; being inclined to believe, if there had been ever so great a fall in the prices of materials and labour, Mr. Taylor would have insisted on receiving the prices he had contracted for. On giving the subject our best consideration, we are not disposed to condemn, in all cases, the giving relief to individuals in their engage-

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* SIR, *Magnificent, Spithead, 25th of March, 1791.*

IN compliance with your order of the 24th instant, I repaired, in company with the undersigned Captains, to his Majesty's dock-yard, to survey the blocks furnished by Messrs. Garnett and Co. to his Majesty's ship Formidable, to compare the defects peculiar to their invention with the defects common to other blocks.

After an accurate and minute survey of the said blocks, we are unanimously of opinion, that there is no defect whatever in the invention or construction of the said blocks; but, on the contrary, a manifest superiority to any other contrivance of block that has ever been offered to our use or inspection.

We are, &c.

(Signed) RD. ONSLOW.
JAS. WALLACE.
JNO. COLPOYS.
GEO. MONTAGUE.
J. HOLLOWAY.

Vice-Admiral Roddam,
&c. &c.

ments with Government, as we are of opinion the public concerns should be conducted on broad and liberal principles, conceiving a contrary practice might endanger the supplies in time of war, and be productive of evil; yet, as it would open the door to great abuses, if too much encouragement was given to complaints on any small or temporary loss, we would recommend, that whenever it may be thought right by any of the Naval Departments to increase a contractor's prices, instead of advertising for a new contract, that the information which may justify the proposed increase be laid before the Lords Commissioners of the Admiralty, for their consideration and determination.

It was stated to us, that had Mr. Taylor's demands been greater than they were, they must have been complied with, as it was unknown to the Navy Board that there was any manufactory, besides his, capable of supplying the Navy with blocks: we lament that the public service should have been considered to be so circumstanced, and think the attention of the Navy Board, on Mr Taylor's several applications for advances, might have been more advantageously directed, by inquiring of the several blockmakers the terms on which they were willing to serve Government, than by confining its inquiries to the increased price of labour and materials; the propriety of allowing an advance on those considerations depending very much on the terms on which the contract was originally made, and which we conceive to have been unfavourable to the public.

Mr. Dunsterville has stated to us in his evidence, that the supply of Plymouth yard had been in his family for a century, and that he would again have undertaken it at five pounds *per cent*, under Mr. Walter Taylor's prices; and Mr. Thomas Fox has stated to us, that he was capable of supplying the eastern yards; and that one of his reasons for not entering into articles of partnership with Mr. Taylor, was, that he might have the opportunity of accepting a Government contract, for which he was prepared, in case the contract for supplying the King's yards had been separated; and when it is recollected that he for a considerable time actually paid near eleven pounds *per cent.* for permission to supply Chatham and Sheerness yards at the prices granted by the warrants of the Navy Board, it might have been expected that his terms would at least have been as much under Mr. Taylor's as those stated by Mr. Dunsterville.

On a review of the detail of the case, and of the evidence before us, we feel ourselves called upon to say, that his Majesty's yards have not been so advantageously supplied with blockmakers' wares as we think they might have been; it appearing in evidence, that during a great part of the time Mr. Walter Taylor held the contract, Mr.

Thomas Fox and Mr. Samuel Taylor were actually paying near eleven pounds *per cent.* on the amount of their goods, for permission to supply Chatham and Sheerness yards; that during the whole time of the contract, they paid from five to seven pounds *per cent.* for permission to supply Deptford and Woolwich yards; and from the 12th of February 1795, to the termination of the contract in 1802, the allowance made by Mr. Bartholomew Dunsterville to Mr. Walter Taylor, amounted to between nine and ten pounds *per cent.* on the whole amount of the supply of Plymouth yard.

We do therefore recommend, in case the blocks are not manufactured by Government, that the supplies of the different yards be divided as they have been heretofore, and that engagements be entered into with those persons who actually furnish the supplies; for, besides the general impolicy of contracting with one person only for articles of great necessity to the State, and the suffering him to branch that contract to his own advantage and the public loss, it must be evident, that the supplies of Government will be more certain, by pursuing the practice we have recommended; for then, in case of the failure of one individual to perform his engagements, the demands on the others might be increased in the necessary proportion, and the public service thereby be prevented from being put to much inconvenience.

It has been stated to us, that the clerks in the Navy Office, upon whose examination of the public accounts the fair expenditure of millions annually very much depends, have no other mode of gaining a knowledge of their several duties than from the communications of their predecessors, and from precedent; we think it cannot require much reasoning to show the defect and impropriety of this practice, as by the inattention and neglect of one person, the best and wisest regulations may be wholly lost sight of: we do therefore recommend that the Secretaries, under the direction of the several Committees, be ordered to draw up a code of instructions for each office, branching its duties to the several clerks; that these instructions be laid before the Navy Board, and, when revised and corrected, be established; and that additions be made thereto as occasion may require.

We do not mean at present to call in question the advantages or disadvantages which may have arisen from the arrangement of the several members of the Navy Board into Committees; but we think the public service would be benefited, if the business of each Committee was divided, so that each member might have the immediate superintendance of a separate branch thereof, the general direction resting, as at present, with the Committee at large; giving to the Sea Officers and to the Surveyors of the Navy, the departments most connected with their professions; and to the other members, those best suited to their knowledge and ability; for, besides the advantage of individual responsibility, it will afford to active and intelligent men an opportunity of arranging and consolidating the duties of the several branches of the office under their superintendance, so as to insure to the public permanent and lasting benefit; but as the Comptroller of the Navy is invested with a general superintendance over all the departments, and has, besides, special duties to perform, we think he should not be included in this arrangement.

CHAS. MORICE POLE, (*L. S.*)
EWAN LAW, (*L. S.*)
JOHN FORD, (*L. S.*)
HENRY NICHOLLS, (*L. S.*)

Office of Naval Inquiry,
No. 14, *Great George-street,*
13*th June,* 1803.

[*To be continued.*

PHILOSOPHICAL PAPERS.

Of Central Fire, or the Internal Heat of the Globe.

[Concluded from page 319.]

IN considering a series of observations made at Paris in the course of fifty-two years, upon the greatest degree of summer's heat, we find the mean quantity, taken from fifty-two observations, is twenty-six degrees above the freezing point; and as we suppose 1000 degrees below it, it hence follows, that the greatest summer heat at Paris is 1026 degrees. It is found, in the same manner, that the mean cold, taken at a great number of years, is seven degrees below frost; and as this point has itself 1000 degrees of heat, it follows that the mean cold of our winter retains 993 degrees of the necessary heat. Here then are the two quantities which express the relation which the heat of summer bears to that of winter. Those two heats are as 1026 to 993, or as 32 to 31: so that between the heat that burns us, which obliges us to seek the salutary freshness of woods and rivulets, and the cold which requires furs and powerful fires, there is but a thirty-second part of difference; and this difference is the largest that we can admit; since, if instead of supposing absolute cold at 1000 degrees, as I have done, we had carried it on to 2000 degrees, a case in which we should have been warranted by sufficient reasons, and without giving too great an extension to the result of the experiments, that difference would not have exceeded one sixty-second part. Thus we have two facts which we can compare; one, that the difference of the heat of summer from that of winter, as observed in our climates with the most accurate instruments, is only a thirty-secondth; the other, that the heat dispensed in summer by the sun, is at least six times greater than that which he dispenses to the same climate in winter.

You will agree, Sir, that the difference between those two facts is prodigious. One should imagine, that when we are surrounded by ice, we ought to have lost more than five-sixth parts of the earth's heat; in reality, however, we have lost no more than one thirty-secondth part. It is found from a very simple calculation, that in order to reconcile those two facts, equally undeniable, we must conclude, that the earth contains in winter a stock of heat about 150 times * greater than what she receives from the sun in the same time, and twenty-five times greater than that of his summer rays. I ask, then, whence comes this heat which the sun does not dispense to the earth, and which she retains in his absence? M. de Mairan obtained this discovery by means of observations he made upon the earth; he tells us, that it is the central or internal; that is to say, inherent in the globe. This is the most simple hypothesis that could be imagined, in order to account for a fact so singular, and, at the same time, so clearly demonstrated. If he has termed it central, it is because, considering it as propagating its genial influences to every point of the earth's surface, it seems to act as proceeding from a central point; but he has never pretended, by this specification, to determine either the place or origin of the cause which produces those effects.

It has been objected to M. de Mairan, that this internal heat may have its source in those bituminous vapours which are exhaled from the bowels of the earth; or in that process of fermentation which makes water boil, and produces the phenomena of volcanoes. But what is meant by fermentation if it is not an internal motion excited in certain substances, with the aid of a suitable quantity of heat and moisture. Fermentation is occasioned by heat pre-existing in such bodies as are susceptible of it, and, at the same time, by such a state of moisture or humidity, as protects it against congelation. Thus the objection alledges as a cause, what is no more than an effect: it is the same thing as to say, that bodies in which there is heat, produce the heat of the globe. But whence originates the heat of these bodies? It could not be communicated to them with any certainty by the rays of the sun; access to them being in a great measure prevented by the earth's opacity. Our glacieres, where the ice never thaws in

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* M. de Mairan finds 500 times, by a calculation which appears to me exact, because he fixes the relation between the two seasons in the proportion of seventeen to one. I repeat, that it is my business to make the relation sensible, but not to determine it.

summer, our cellars and caverns, which, in all seasons, preserve the same temperature, shew us, that the course of the sun makes no difference, and that the alternate changes of heat and cold are unknown, like the light of day, in those receptacles of darkness. Will it be said, that the earth does not lose in winter as much heat as she acquires in summer; and that the appearance observed by M. de Mairan is the effect of that which she has gained and accumulated since the period of her existence? But, in that case, the sum of this excess of heat ought to augment annually; and the Torrid Zone, which was formerly considered as uninhabitable, ought to become so in reality.

Will it be further alledged, that the earth, like an infinite variety of other bodies, is capable of receiving only a certain quantity of heat? Arrived at this point many ages ago, her temperature remains permanently the same. But here the objection attributes to all bodies in general, and to the earth in particular, a property that belongs to fluids only. Water does not become hotter beyond the boiling point. This property of fluids depends on the circumstance of their volatility; heated up to the point of ebullition, they ascend in vapour, and fly off from the action of the fire. Solid bodies, from the very circumstance of their solidity, never acquire the degrees of heat which they are capable of receiving: they must previously pass into the state of fluids. How is it, then, that the earth resists the powerful agency of Nature's fire, while its parts, the most hard and compact, are reduced to fusion by our furnaces and lenses? A still stronger fire would volatilize them, or change them into sublimates. Archimedes, who invented the lever, required only a fixed point, to turn round the earth: let them give us but a sufficient fire, time, and a laboratory, and we will melt the globe, and convert it into vapour.

Besides, as the original source of this heat would be always at the surface, we ought to experience a greater degree of cold as we descend under ground: the fluid in the thermometer ought to fall, as soon as it is carried to a considerable depth. M. de Gonsanne, however, corresponding member of the Academy of Sciences, observed in the mines of Geromagny, near Befort, in Alsace, that the thermometer which, out of the mine, stood at two degrees above frost, when carried to the depth of fifty fathoms, rose to ten degrees: it stopt there, till it descended to 100 fathoms, but having got to 222, it rose to eighteen degrees *. The heat increased, therefore, in proportion as it penetrated deeper into the bosom of the earth.

Here, Sir, is a fact which supplies additional evidence of the existence of this internal heat; and indeed, without it, how can we imagine that the

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* M. de Mairan Dissert. sur la Glace, p 62.

phenomenon of volcanoes should exist under the vast extent of the ocean? How is it possible to conceive that its enormous mass should not freeze to its profoundest abyss? It is known, that the rays of the sun do not penetrate into it a great way; of this, the equal and moderate temperature of the sea, is a sufficient proof; but at great depths, entirely inaccessible to the rays of light, the waters of the ocean ought to be continually solid, if a stock of fire, still more profound, did not maintain it in a fluid state. I might apply the same reasoning to the earth itself. How happens it that the earth is not frozen, in cold climates, to a greater depth than from five to six feet[*]? In all places accessible to water, it ought to be converted into ice the moment it comes into contact with earthy masses which never saw the sun. Whence came, then, the sources of that fountain which the French Academicians found at Pello, in Lapland[†]; a fountain whose waters have never been frozen? Whence originate those hot springs which issue from the earth in Spitzburg, under the eightieth degree of latitude[‡]? Fermentation will not explain those appearances; for, as we have already observed, there can be no fermentation where there is not heat.

When there happens a fall of snow after a frost, that snow accumulates upon the fields, cooled down in temperature; every thing freezes around it: it subsides, however, and melts below. How comes it to pass, that the outward and hardened crust is able to resist the heat of the sun, whilst the innermost surface, which is in contact with the earth, defended by an entire coat of snow, meets with heat enough to convert it into water? Vegetation is frequently found to subsist under frozen snow: there are even, as we are informed, plants that come to flower in that state. The source of this heat, the cause of this vegetation, is then inherent in the earth: it is, therefore, the effect of central emanations.

The equality of summers in all the regions of the earth, is a phenomenon not less remarkable, as well as a proof no less conclusive. Since the thermometer of Reaumur has been carried every where, it has become possible to know the intensity of heat in all climates whatever: hence it is found, that at Petersburg, in Sweden, and Paris, they experience a heat equal to that of the torrid zone[‖]. The only difference is, (and that, no doubt, is of great moment to the human frame,) that here it is temporary, and that there it is habitual; its duration is the circumstance that renders it so intolerable. How happens it then, Sir, that the heat is not more considerable; that the thermometer does not ascend higher in this burning zone, where the sun's rays are for ever vertical, than in our climates, on which he looks but obliquely? We must conclude, therefore, that the earth has in reserve a stock of heat, which is the same for all climates, and for all men. This is the seal of that goodness which the Supreme Being exercises towards his creatures. The distribution of his indispensable bounty ought not to be left to the sun; he dispenses with too much partiality his aspects and his rays. If he embellish, if he enrich the most delightful climates, at least that motion which is essential to life is independent of him: the source of this is placed in the earth itself, in order that it may be equally administered to all parts of the world.

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[*] Mem. de l'Academie des Sciences, 1749, p. 14.

[†] Mem. de l Acad. des Scien. 737, p. 41.

[‡] Hist. Gen. des Voy. in 4to. tom. xx. p. 141.

[‖] Mem. de l'Acad. des Sciences, 1765, p. 210.

If you choose to give the name of system, Sir, to this beautiful discovery, it will be a system like that of universal gravitation. Without the imputation of rashness, perhaps, we may regard them as two facts. But if we are anxious to keep within the bounds of a discretion always worthy of praise, we may say, that the phenomena of the heavens are such as they would be, if an attractive force was lodged in every particle of matter; and that the variations of temperature are the same, as if there resided in the bosom of the earth a permanent fund of heat, independent of the sun, and whose intensity is infinitely greater than that which is produced by the action of his rays.

You will ask, Sir, whether the knowledge of this discovery has been as generally disseminated as it deserves; and if it has carried everywhere along with it that conviction which seems so unavoidable? I answer, that the cause of truth is more durable, though more slow, than that of error. The author of these truths is at rest; he has engraven on brass, and fears not the hand of time. Central heat, or rather the native heat of the globe, whatever be its influence upon Nature, is a secret cause, and hitherto unknown; it does not evince itself to our senses, like the heat of the sun. It certainly was a long time before men could be persuaded that the moon, which shines over our heads, was not luminous in itself. How are we to convince them in winter, when they are penetrated with cold, that they still experience a heat twenty-five times greater than that of the summer; and in the summer, when he inflames their blood, that they would perish with cold, if they were only warmed by his beams? A delusive experience shuts its ears against the voice of this truth, however manifest. Men imagine they have the evidence of their senses, for believing that the sun is the sole source of heat and life; and then, from a sentiment of gratitude, prostrate themselves before him. The author of light was the first God of the universe; the sect of the Guebres is not wholly confined to the limits of Asia: the opponents of M. de Mairan are also worshippers of the celestial fire: utility, besides, as the practical application of discoveries, is the circumstance to which they owe their propagation. The theory of attraction, which was destined to perfect geography, navigation, and astronomy, had to fight its way upwards of half a century before it was universally adopted: the discovery of the native heat of the globe, which has a less sensible effect on the sciences, is suffered to remain in the catalogue of philosophical ideas. This may be expected in an enlightened capital, where so many men employ themselves in writing good books, and so many in criticising them. *De tout un peu*, or, *a little of every thing*, according to men of the world, is the wise man's motto: we have a great many wise men of this description: they would wish to make bussiness and pleasure go hand in hand; they would be thought to read every book that appears; they pronounce upon a few pages; they make up their opinion in the conversation of their club; they speak from the echo of fame, which is not always to be trusted in making its report; and truth, in the mean time, remains unknown, or misunderstood.

I am, with respect, &c.

NAVAL LITERATURE.

Travels in Africa, performed during the Years 1785, 1786, *and* 1787, *in the western Countries of that Continent, comprised between Cape Blanco in Barbary, situated in* 20° 47', *and Cape Palmas, in* 4° 30' *N. Latitude, &c. By* SILV. MEINARD XAVIER GOLBERRY. *Translated from the French by* FRANCIS BLAGDON, *Esq.*

[Concluded from page 328.]

WE have before noticed M. GOLBERRY's researches, as a naturalist, in terms of commendation. His account of the Termite insect forms a very curious part of the work before us. We shall proceed briefly to notice it; but in doing this we are conscious, that instead of gratifying, we can only excite curiosity. The particulars of the natural history of this insect, which the French term the white ant, or *fourmi vaguevague*, are so numerous, so closely connected, and withal so interesting, that no abstract which our limits would admit, could do them even tolerable justice; yet we are anxious to convey some faint idea of their nature.

Of the termite insects, which appear to belong peculiarly to Africa, there are several species; they exist in the three progressive states of *larvæ*, *nymphæ*, and winged flies, in each of which they have different functions to perform. In the first state they are of a white colour, and about two lines in length, have six little feet, three at each side, a small head, without eyes, *antenæ* composed of little jointed globules, which diminish as they extend, and short jaws. To the *larvæ* is consigned the labour of building, with the procuring and housing of provisions for the use of the community.

These little blind insects form subterraneous passages several feet beneath the surface of the soil, and fabricate nests, in the shape of pyramids, which are ten, and even sixteen feet high, and often have a base of a hundred square feet; they destroy and reduce to an impalpable powder, the hardest pieces of wood, and the most stupendous forest trees; in a single night they reduce linen clothes, and even leather, to an extremely fine lint; and, in a few hours, they devour the enormous carcases of the wild beasts which die in the forests.

The termites, in their second state, that of *nymphæ*, are blind; but their heads are large, and they are provided with long pointed jaws without teeth. They are charged with all the labour and economy of the buildings: it is they who force the *larvæ* to work, and who construct all the interior and private recesses which serve them for depositing their eggs. The description of the lining, or *wainscotting* and flooring of the interior of the pyramids, is extremely curious, but we cannot enter into the detail.

The *larvæ* do not fight, nor are they armed for battle; the *nymphæ* are therefore charged with the defence of the state; they repel external attacks, rush out upon those who attempt to make a breach in their cities, and bite them with fury; they are at once the nurses and the warriors of the empire.

In their perfect, or winged state, the termites live only about two days; they become feeble, their wings dry, they fall; and the earth, but particularly the ponds and springs, are covered with their bodies. The king and queen, that is to say, the two individuals who, in each nest or pyramid, are designed for the propagation of their species, do not, however, perish in the general destruction: they are supposed to live a twelvemonth.

The above is a very brief sketch of the more general qualities of this truly wonderful insect, but the *minutiæ* will be found still more curious and interesting. At the close of this article, our author says:—

> It would, perhaps, be curious and philosophical, to compare the pyramids of the wood of Lamaya, the admirable work of a very small insect, to the pyramids of Egypt, the celebrated works of men.
>
> The Egyptian pyramids are not near so high, in proportion to the ordinary size of men, as those in the wood of Lamaya are in proportion to the dimensions of the insects which built them; for the highest of the pyramids of Memphis or Ghiza is not above four hundred and fifty French feet in height, and if we suppose that the size of the Egyptians who raised those colossal constructions, was only five feet, (a size far beneath the ordinary height of man,) the proportion of the highest of the pyramids of Egypt to a man of five feet, would only be that of four hundred and fifty to five, or of ninety to one.
>
> It has been observed, that the termite *larvæ* are the builders and masons of their empire, and that the length of one of them is not three lines; but we will suppose it to be three lines, for the sake of obtaining a round number; then the highest of the pyramids in the wood of Lamaya, which was seventeen feet above the ground, when compared to the termite *larvæ*, which is only three lines long, will be two thousand four hundred and forty-eight lines to three, or eight hundred and sixteen to one.
>
> The pyramids of Lamaya are, therefore, in a relative proportion, infinitely higher than those of Egypt: and if in this comparison we add, of the masses, and of the time respectively employed in the buildings, and also consider the great number of these pyramids of the termites that exist in Africa, we shall be compelled to admire the powers which the Creator has granted to one of the smallest of insects, and to view, with a more modest eye, those famous monuments of ancient Egypt, the description of which is so flattering to the pride of man.

The baobab, or, as the French term it, the calabash tree, is very fully described by our author. It is the largest of all vegetable productions, and is supposed to exist for thirty centuries. The height of the trunk, which is only about thirty feet, is not proportionate to its enormous circumference, which has been known to measure a hundred and four feet, and consequently upwards of thirty four in diameter. Its branching roots sometimes extend as much as sixty feet horizontally, and its main root is supposed to penetrate the earth to a greater depth than the tree is high. The baobab is of the genus of sleeping plants, it is a pithy tree, the heart of its wood is light and tender, and sometimes a mouldiness takes place in its centre, where caverns are formed of twenty feet in height, and as many in diameter. Its flowers, which are white, expand in the morning, and close in the evening. It bears fruit of an oblong form, about eighteen inches in length, which the natives call monkey's bread.

The gold-mines of Bambouk, the value of their ore, and their proportionate produce, are subjects on which our author considerably enlarges.

> It is from the country of Bambouk, says Golberry, that a part of the gold is acquired, which is sold on the western coast of Africa, between the mouth of the Senegal and Cape Palmas. All that portion conveyed to Tombuctoo, Morocco, Fez, and Algiers, by the caravans that cross the great desert of the Zahara; almost all the gold which, by way of Sennaar, passes to Cairo and Alexandria; and lastly, the prodigious quantity of this metal which is employed in the manufacture of ear rings, bracelets, plates, and other ornaments for decking out the rich Mooresses and female Negroes, and with which they also embellish their young favourite slaves, in all the countries of Northern Africa, comprised between the twelfth and twentieth degree of north latitude, and between the first and twentieth degree of east longitude from the Isle of Ferro, is also derived from the same source.

Our knowledge of the country of Bambouk is extremely confined; but there is strong reason for believing, that many parts of it are abundantly rich in unexplored treasures. Gold, in the substance of sand; grains; contained in ferruginous pyrites; or in pieces of emery, is almost everywhere perceptible; but the mines are so imperfectly and inartificially worked, that not half the proper quantity of ore is obtained. The following excerpt at once explains the method of procuring the gold in this country, and exposes the gross superstition of the natives:—

> The only method of working the mines known by these negroes, is that of digging wells, from which they draw an earth containing gold; this earth they submit to levigation, but the wells being dug without precaution, the earth frequently falls in and crushes the miners, while pursuing their labours. It would be easy to save the lives of these unfortunate victims of ignorance, because the wells are never more than forty feet deep; but the negroes, instead of attributing such accidents to their own ignorance, are superstitious enough to give credit for them to the devil, who is, in their opinion, the sovereign, and manufacturer of gold; and that it is he, who from time to time causes those accidents for the purpose of procuring himself slaves.
>
> The opinion of the Bamboukians is, that the devil manufactures gold at an immense depth below the surface of the earth; that he causes this rich metal to be prepared by slaves in large subterraneous caverns; that the number of slaves employed in this manufactory is very considerable; that a number of them perish every year, and that the falling in of the sides of the wells is the manœuvre of the devil to procure himself new slaves to replace those he has lost. So strongly are they impressed with this idea, that they never venture to assist the unfortunate victims, because they think that they should offend the devil, by saving their fellow-creatures, and depriving him of slaves; besides, the devil in his anger might carry off all the gold from their country, and establish his laboratory in some other part of the world.
>
> This prejudice is so firmly established in the weak and stupid minds of the blacks, that, together with their ignorance of the art of mining, it annually costs the lives of several men. It has, however, often happened, that new wells have been dug on the very spot where the old ones were formerly filled up by the falling in of the earth, and their surface, by the lapse of time, had been covered with grass and shrubs; when, on re-opening these wells, they have found the skeletons of the unfortunate wretches who were buried at the time of the first excavation.

This circumstance may, doubtless, be deemed sufficient to have convinced the negroes, and have proved to them, that the devil does not carry those victims into his deep caverns, where they suppose he manufactures the gold: but their superstition induces them to account very differently for the discovery of these remains. They suppose that the devil must have found some considerable defects in the slave which he wished to acquire; perhaps he was not strong enough—he had some secret infirmity—or he was too old; in short, they are convinced that the devil had his reasons for abandoning the slave, instead of carrying him off.

The ignorance and indifference of these stupid predestinarians are so great, that the slave-trade carried on by the devil, by means of these occasional fallings of the earth, amounts every year, in the four principal mines, to ten or twelve victims.

When these accidents happen, the family of the deceased make an offering to the devil of a black cow, or some other animal, according to their circumstances. The object of this sacrifice is, that the negro carried off by the devil may obtain, in some of the departments of the subterraneous manufactory, an agreeable and advantageous situation. They are generally of opinion that the devil keeps his slaves extremely well; and that when they are able to obtain a place of trust, they live in style, and enjoy every happiness.

M. Golberry, with a laudable spirit of humanity, devotes an entire chapter of his work to a description of the dangers of the climate, and of the principal diseases to which Europeans are exposed in those parts of Africa situated between the fourth and twentieth north parallel. This subject is so interesting to naval men, and indeed to all who, from choice or necessity, may visit those sickly regions, that we shall very freely quote our author's observations thereon. After detailing the result of various experiments on the temperature of the air, &c. at different seasons of the year, he proceeds to treat of the causes of the rigorous diseases which are endemial to the country.

It is a general prejudice in Africa, says he, that the impetuous torrents which fall from the heavens for the space of four months, are one of the principal causes of the violent diseases that take place with so much rigour during the humid season, and always kill the instant they attack, and against which the art of the most experienced and attentive physician is frequently of no avail.

The natives are so well persuaded that the clouds contain the germs of disease, and that the water into which they resolve themselves is dangerous, that on the approach of the rainy season, they shut themselves up in their hovels, amuse themselves always by the fire, smoke tobacco the whole day, and then particularly they drink a quantity of fermented liquors. These are the preservative means which they employ against the injurious qualities of the air and water during the four rainy months.

They take the greatest care to prevent getting wet; and if by chance they are overtaken by a storm, and the rain wets them to the skin, they run immediately into the sea, if they are within reach of it, or else into some rivulet or spring, to wash themselves, after which they dry their bodies by a great fire.

It cannot indeed be doubted that the first rains are very pernicious, and that we ought to secure ourselves against them; they soften and corrupt, in forty-eight hours, every thing they touch; the woollen stuffs wetted by them become covered with spots, and soon engender worms; rough and tanned hides experience the same effects, and even the strongest leather undergoes a change.

As soon as the rains have begun to fall, the land, which before was dry and parched, is covered with crabs, worms, and other reptiles; the meadows and forests are filled with flies and insects; in short, several other symptoms, too numerous to detail, sufficiently prove the principles of putrefaction contained in these first pluvial waters; and it is not without reason, that the negroes attribute to them a part of the diseases of the sickly season.

The excessive heat of the sun, at that time almost always vertical, suddenly dilates and dissipates the accumulated clouds, and then the heat becomes suffocating and almost insupportable; the pores of the skin, and all the vessels of transpiration become open and distended, and the body perspires in an immoderate degree; but new clouds soon collect, condense, and intercept the burning rays of the sun; the air becomes cool, the pores contract and close, perspiration and transpiration cease, and these frequent changes, by succeeding each other so rapidly, must produce very fatal effects on the human fluids, and may be reckoned amongst the number of the causes of disease in the rainy season. Lastly, the vapours which emanate from those vast and thick forests that cover a part of Africa, together with those that proceed from the low and marshy lands, and from so many masses of decayed animal and vegetable substances, with which the soil is every where interspersed, must expand infectious miasmata in an excessive degree.

From the twentieth degree of north latitude to the environs of the equinoctial line, the months of July, August, September, and October, are those of the rainy season. The emission of these torrents of water, which the heavens periodically and invariably pour every year, on the lands contained between the line and the northern tropic, takes place nearly in the course of those months; the only difference is, sometimes twenty days sooner or later, in the arrival of these rains at the countries contiguous to the line or the tropic.

During the other eight months of the year there does not fall a single drop of water; and it may be readily conceived how much, in so long a period of drought, the land becomes hard; its superficial strata are converted into a thick crust, so absolutely hard and dry, that it scarcely admits of a faint evaporation of terrestrial moisture.

When the heat of the vertical sun causes the vapours, corrupted by their long imprisonment, to ferment, and when the earliest rains, by softening the ground, permit them to escape, then the soil, which, during the dry season, had no disagreeable odour, begins to exhale a fetid and disgusting smell; then also the diseases commence, and in the course of three or four weeks they spread with a dreadful violence.

I shall only mention the five principal diseases that attack Europeans, in the countries dependant on the government of the Senegal; of these, the malignant nervous fever is the most dangerous and fatal to Europeans at the time of their arrival: it prevails throughout the rainy season; but the east winds that occur in the month of December generally cause it to disappear.

Of the Malignant Nervous Fever.

The malignant nervous fever, as it is called by the English, is a terrible disease, when it attacks with all its violence.

The symptoms are violent; the disease invades the patient on a sudden, and without following any gradation. At the very first instant it is excessive; the blood attains a degree of heat beyond any point at which it has ever been observed in Europe.

The ordinary duration of this disease is seventeen days, and the ninth is the most dangerous. It is almost always at this period that the morbific cause appears in all its force: on the ninth day, the patients undergo most pain, and that is the period when the symptoms are most alarming and numerous. Many die at this stage of the disorder, and some later: it has, however, been remarked, that when the patient passes safely over the ninth day, the disease generally arrives at its crisis; and this effort of nature ought to be foreseen and observed by the physician, as it almost always saves the life of the patient, when he has strength to resist its attack.

This disease, so common and so fatal to Europeans who newly arrive, is really a mortal epidemic during the rainy season. The patient should therefore be prepared, and his strength collected, in case of attack.

On the breaking out of these fevers, stibial tartar, and quinquina, in very large doses, are the principal remedies; but the patients who survive this cruel disease, must be particularly careful while in a state of convalescence, for they very seldom overcome a relapse.

Of the Dysenteric Flux.

These malignant nervous fevers are accompanied by dysentery, and this circumstance is always alarming; but the flux frequently appears alone, and without the fever, though at other times it brings on the last-mentioned disorder.

When the dysenteric flux manifests itself among individuals who were in good health previous to its attack, it is less dangerous; but when it appears amongst those who have already been weakened by the fever, or emaciated by any other circumstance, it is considered as a very alarming symptom. The primitive dysenteric fluxes, or those that appear alone, are very common in Africa; but though infinitely less dangerous than the malignant nervous fevers, they nevertheless require a good regimen and careful treatment, for if it long prevails, this disease exhausts the patient, and becomes mortal.

I have seen some patients labour under this disease for eighteen months, and at last become perfectly cured without their constitutions being affected: of this number, however, it should be remarked, that the majority were young, and under twenty-five years of age.

The means commonly employed for the cure of this disease, are venesection, when the fever is very violent and the pains are acute; but this remedy should be employed with circumspection; ipecacuanha, and other emetics, pure opium, camphor, bitter or wormwood salts, (*sels d'absynthe*,) mint waters, and lemon juice.

Of the Dry Belly-Ache.

The principal symptoms of the dry belly-ache are, a general heaviness, a fixed pain in the pit of the stomach, a sensible diminution of appetite, a sallowness in the countenance, an abundant expectoration of acrid bile, and a very obstinate constipation.

The opinion of the English physicians is, that the most efficacious remedy in this disease is opium, which they give continually in the way of fomentations, or wet applications to the part affected, till the spasms and sufferings are diminished; it is then only that they begin to administer purgatives, but particularly by means of clysters, which are several times repeated in the course of a day.

They consider as preservatives, the wearing next to the skin, of fine waistcoats of English flannel, and to drink in the morning, fasting, a weak infusion of ginger.

I often made use of this infusion, or of a weak lemonade made from the juice of those small lemons produced by the lime shrub, and I rendered these drinks very agreeable by the addition of sugar. It was, perhaps, in consequence of them, that I avoided the dry belly-ache during the time I resided in Africa.

Of the Tetanos.

The tetanos is a disease peculiar to hot countries; it is a sort of spasm, a universal convulsion, or general uniform contraction, the principal symptoms of which are acute pains; the face becomes red, the eyes motionless, respiration is checked, the patient can scarcely open his mouth, and the belly is constipated and excessively hard.

Happily this disease seldom occurs in adults, who are not exposed to it without they get a violent cold, without being subject to the head-ache, or in consequence of some severe wounds by fire-arms, or other weapons. The negroes are not exempt from it, and it sometimes attacks their children at a very early age. Opium appears to be the best and safest remedy for this disease.

Of the Guinea-Worm.

The guinea-worm breeds in the flesh. This worm is white, round, about the thickness of a harp-string, and sometimes four or five feet long. It fixes in the interstices of the muscles under the skin of the legs, feet, and hands, where it produces a kind of tumor similar to a boil, accompanied with great pain, till it comes to a head, when it resembles a bladder filled with water, and the black head of the worm is apparent.

On breaking this bladder, the first object is to get hold of the head of the worm, by putting on a small bandage of linen, plastered with some glutinous substance, which should be removed about twice a day.

On turning this little pledget, or plaster, a part of the worm will be extracted, but care should be taken not to break it, but to keep twisting it round the pledget till it is entirely withdrawn.

If in this operation a resistance is felt, the process of extraction must be discontinued, and some oil be applied to the hole where the worm appears. It is useful to moisten the tumor with water, which will facilitate the extraction of the insect.

> Sometimes the worm will break, and then it is necessary to apply cataplasms to the wound; that of cow-dung is most esteemed for exciting a favourable suppuration.
>
> When the worm is extracted, the ulcer is speedily cured; but if the insect be broken, the portion that remains in the flesh cannot be obtained without a long and painful suppuration. In several parts of Africa this worm is considered as a contagious disease; and the people are advised not to enter the cottages of the poorer class of negroes who are subject to it, but to avoid all communication with them.
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> This disease has no particular season, nor fixed time; the inhabitants use no preventative means against it, and they are susceptible of it at all periods of the year. I passed thirteen months in Africa, without having been attacked by it; but I afterwards received it on a sudden, and was not able to guess the cause: fortunately it was not attended with danger.
>
> I am of opinion that it is attributable to the brackish, stagnant, and unwholesome waters of Nigritia and Guinea.
>
> ### *On the Precautions that are indispensably Necessary against the bad Qualities of the Waters of Africa.*
>
> It cannot be too strongly recommended to Europeans, who are about to frequent and reside in Western Africa, not to use, either for drink or for the preparation of food, any water but what has been filtrated or purified; for I am of opinion, that in the waters of this part of the world are principally contained the germs of those diseases to which Europeans too often fall victims.

Praise is ever gratifying; but more particularly so when it proceeds from those who cannot be suspected of prejudice or partiality. The very flattering terms in which our author speaks of the English physicians and surgeons in Africa, are such that we cannot refrain from noticing them. His words are:—

> They exercised their art with that disregard for themselves, and with that assiduity and attention which have their source in an extreme thirst of glory and humanity; and I admired in them these virtues, which are not sufficiently general amongst the French.

The negroes are remarked for their peculiar excellence in swimming. The following account is worthy of notice, particularly as it may serve to point out the utility of retaining one or more of these people on board of each of our ships.

It is sometimes necessary, says Golberry, to send an order out to the road, or to transmit intelligence to the shore, from a ship or ships, which arrive and are known to come from France. The intrepid negro swimmers then undertake to proceed to the road; the letters are enclosed in a bottle, which is well corked, and fixed round the neck of the negro; he strips himself naked, and plunges from the shore into the gulf of foaming and furious waves, which cover him with thirty feet of water; thus, submerged, he swims amidst the horrible conflict of the billows; he is observed from the shore with attention and alarm, and is a quarter of an hour invisible; but when we fear he has perished, we enjoy a singular satisfaction on seeing him rise above the water, at the distance of a quarter of a league from the shore. He continues swimming towards the vessel to which he had been sent, and at which he at length arrives, and executes his commission. He soon, however, quits the ship, and returns by the same road through which he had arrived, re-passing through the long extent of furious waves, by which he is again expected to be swallowed up.

We have been remarkably copious in our extracts from these volumes, but we have by no means robbed them of all their excellence; we consider the work to be highly important; and we think that the translator has rendered an essential service to the public by presenting it in an English dress.

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The Progress of Maritime Discovery, from the Earliest Period to the Close of the Eighteenth Century, forming an extensive System of Hydrography. By JAMES STANIER CLARKE, *F. R. S. Domestic Chaplain to the Prince, and Vicar of Preston. Vol. I. 4to.* 1803.

[Continued from page 227.]

IN the first section of the introduction to the work before us, which exhibits a review of the earliest periods succeeding the deluge, much curious and interesting matter is contained. It is of that nature, however, which will not easily admit of analysis; but, among a variety of other subjects which are discussed, we must mention the mariner's compass; the clepsydra, or water clock; the pendulum; the thebath, or ark of Noah, and ships built according to the
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proportions of that vessel; the origin of maps and charts; and the ancient sphere. On the Atlantis of Plato, also, a subject which has excited so much controversy among the learned, Mr. Clarke offers some conjectures.

To recapitulate the whole of the arguments, *pro* and *con*, which have been advanced relative to the existence of this empire, would be entering into a field of discussion far too wide for our confined limits: we shall therefore content ourselves with presenting the opinion of Mr. Clarke, who believes America to be the country in question, including a reference to the work of a learned Spaniard in support of his hypothesis:—

> I cannot change an opinion long indulged, *that* AMERICA *was the real Atlantis of Plato.* In support of this idea, a passage from Ælian may be cited, who relates from *Theopompus*, that in a conversation which *Silenus* held with king *Midas*, he informed him, *that Europe, Asia, and Africa, were islands; and that was alone* THE CONTINENT, *which lay beyond the world.* Another curious passage in support of this opinion, occurs in *Zarate's History of the Discovery and Conquest of Peru* *.

The second section relates to the sacred periods of history, as connected with the progress of maritime discovery. Strictures on the ancient kingdom of Tyre, the Ophir and Tarshish of Solomon, and the voyage of the Phœnician navigators, who sailed under the orders of Pharaoh Necho, are here the most prominent features.

Each succeeding branch of the introduction excites an increased proportion of interest. The third section contains a review of the Grecian periods. Here our author, with much assiduity, enters into an investigation of the prevailing errors of the histories of those times; the result of which throws considerable light on the earlier ages, and on the mythology of the ancients. Having examined the geography of Marinus, of Gosselin, and of Ptolemy; and having traced the progress of the maritime colonies from Egypt, the Helladians, the Ionians, the Dorians, the Myrmidons, and the Pelasgi, he proceeds to an examination of the fabulous navigators of Greece—Perseus, Orpheus, Dionusus, Cadmus, &c. &c.—After some observations on the celebrated Argonautic expedition, tending to prove that it never existed but in traditionary fiction, Mr. Clarke says:—

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* *Don Augustus de Zarate*, a Spaniard, was sent to Peru in 1543, as Treasurer General of the Indies. The best edition of his work is that printed in Spanish, at *Anvers*, 8vo. 1555. It has been translated into French, and published both at Paris and Amsterdam, in two volumes, 12mo. 1700.

> Whence then could this nautical romance arise, similar, in point of credit, with the circumnavigation of Africa by the Phœnicians *? The question is thus answered: *The preservation of the family of Noah, and the subsequent dispersion of the Arkite colonies, gave birth to this tradition*, which the Greeks assigned to the *Arcades*, *Argæi*, and *Argonautæ* of their own country. *Jason* was in reality a title of the *Arkite* god, the same as *Arcas*, *Argus*, *Inachus*, and *Prometheus*. Many temples built in the east, and also on the coast of the *Great Atlantic*, and all along the coast of *Etruria*, were styled *Jasonea*. It is even said of Jason, that he underwent a similar fate during childhood with *Osiris*, *Perseus*, and *Dionusus*; and, like them, *was concealed and enclosed in an ark*, *as if he had been dead* †. Some parts of this voyage, like the history of *Danaus* already mentioned, had a reference to the sacred ship of *Isis*.

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* Mr. Maurice, in his Dissertation on Ancient Commerce, (Indian Antiq. Vol. VI. p. 427.) takes a different view of the subject. "*Eratosthenes* in Strabo informs us, (lib. ii. p. 87.) that the merchandize of *India* passed by the *Oxus* through the *Caspian*, which the ancients, with inflexible obstinacy, persevered in supposing to have a communication with the *Northern*, and some even with the *Indian Ocean*, into the sea of *Pontus*. We also learn from Pliny, that it was but a journey of seven days from the frontiers of India, through the country of the Bactrians, to the river *Icarus*, which falls into the *Oxus*, down which stream the commodities of *India* were transported into the *Caspian Sea*. Thence, he adds, they were carried up the river *Cyrus* to a place within five days' journey over land to Phasis, the capital of *Colchis*, in Grecian fable renowned for its *golden fleece*, which, in all probability, was nothing more than the golden produce of *India*, which the *Argonauts* secured by opening the commerce of the *Pontus Euxinus*, or *Black Sea*. At this day the *Oxus* no longer flows into the *Caspian*, the miserable policy of the modern Tartars having induced them to divert its course, as well as that of the *Jaxartes*; and these two noble rivers are now lost and swallowed up in the sands of that boundless desert. *Colchis* itself is now only a vast forest, and its few inhabitants are not only slaves themselves, but carry on the horrid traffic in human flesh to a vast extent."

† Natalis Comes, lib. vi. p. 315.

To this succeeds an account of the voyage of Sataspes, the Persian, who, at the command of Xerxes, to preserve his forfeited life, undertook to sail round Africa till he should arrive at the Arabian Gulph. Failing in his enterprise, he, on his return, was executed according to his former sentence.

The maritime history of the Cyclopes is next briefly sketched.

> The description, says Mr. Clarke, which the ancient poets gave of the *Cyclopians* was founded on truth ; the dreadful eye that glared in the centre of their forehead, was in reality the circular casement that was placed at the top of their light-houses, as a direction to mariners ; and what confirmed the mistake, into which the Grecians were led respecting this circumstance, proceeded from an eye which the Cyclopian artists represented over the entrance of their sacred temples. The *Arimaspians* were *Hyperborean Cyclopians*, and had temples named *Charis* or *Charisia*, on the top of which a perpetual fire was preserved. The great architects *Trophonius* and *Agamedes*, seem to claim an affinity with this celebrated people, who not only built the cities of *Hermoine* and *Argos*, but also enjoyed the fame of sending forth a colony styled *Academians*, who settled in Attica, where they founded the *Academia* and *Ceramicus*. There was however a savage and terrible character, which history seems to have aſſigned, with reason, to those *Cyclopians* who possessed the Sicilian province of *Leontino*, called *Xuthia*, and of whom *Polyphemus* is imagined to have been chief. It was their horrid custom to sacrifice all strangers who were driven on their coast ; and perhaps the poet is correct, when he makes *Silenus* declare, *that the flesh of the unfortunate sufferers was looked upon as a delicious repast*[*].

Among the obstacles to maritime enterprise and discovery, which are enumerated by our author, at the periods when the strange union of the character of merchant and pirate existed, the fable of the Syrens is particularly noticed.

> In the Sirens[†], when their real history is considered, another and tremendous obstacle was opposed to the enterprise of ancient mariners.

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[*] Euripid. Cyclops. v. 126.

[†] Analysis, Vol. II. p. 17—25. Mr. Bryant is inclined to think, that among the many symbols of *the ark*, that of seira or the hive prevailed ; Vol. II. p. 377. as the *Militta* and *Melissa* were priestesses of *Melitta*, and the *Cupselides* of the

Like the cruel *Lamii*, these Sirens were Cuthite, or Canaanitish priests and priestesses, who lived chiefly in their temples on the coast of Campania, and particularly near three small islands, that were called after them. The fame of these temples was considerable, on account of the women who officiated; their cruelty and profligacy was [*were*] beyond description. The shores on which they resided, are described by Virgil[*] as being covered with the bones of mariners, seduced thither by the plaintive harmony of the Canaanites, which was exquisitely expressed in the artful warblings of these Sirens. Their sacred hymns, accompanied by this ancient music, were too often fatal to the passing crew: Circe therefore advised Ulysses to avoid their places of resort:

> Next, where the Sirens dwell you plough the seas;
> Their song is death, and makes destruction please.
> Unblest the man, whom music makes to stray
> Near the curst coast, and listen to their lay.
> Fly, fly the dangerous coast[†]! **POPE.**

Similar rites prevailed at *Cyprus*; and as it was customary in the perilous voyages of the ancients, for mariners to hasten to the altar of the chief deity of the country on which their ship had been wrecked, they who experienced this calamity on the western coast of *Cyprus* were only saved from a watery grave to endure a more dreadful death. The natives of *Curium* esteemed it a religious rite, to seize on such defenceless strangers as had thus fled to their altar of Apollo; and, without compunction, assembled to see them hurled from the precipice on which his temple was placed. This reign of satanic cruelty is noticed by *Herodotus*[‡], as prevailing in the Tauric Chersonesus. *The people of this place worship the virgin goddess Artemis, at whose shrine they sacrifice all persons who have the misfortune to be shipwrecked upon their coast, and all the Grecians that they can lay hold of, when they are at any time thither driven. All these they without any ceremony brain with a club; though others say, that they shove them off headlong from a high precipice; for their temple is founded upon a cliff.* The *Lycaonian* priests of fire, in their maritime towers, dedicated to *Jupiter Lycæus*, or *Apollo*, first introduced human sacrifices, and gave a preference to those of infants. Into such enormities was the reason of man led by natural religion, and from such miseries was at length delivered by Christianity.

Cupselis, so the *Seirenes* were priestesses of the *Seira* or *Seiren*: all which terms related to the *ark*.

[*] Æneid, L. 5. v. 873.

[†] Odyssey, L. M. v. 39.

[‡] Geography of Herodotus, *Preliminary Observations.*

From our author's strictures on Grecian shipping, we extract the following highly curious and interesting passage:—

The Grecians *, in the construction of their vessels, sought only to form a compact row-galley, and the helmet at the mast-head denoted it to be a ship of war: their merchantmen were called *olkades*, and were usually of a round form. The row-boats, or galleys, were at first without decks, with a moveable mast, and a single leathern sail; and as hempen cordage was unknown, thongs of leather were employed for the rigging. The Greeks were long strangers to any use of *anchors*; nor does that opinion seem correct, which supplies the early navigators with some made of stone †; their prevailing custom being either to draw each vessel ashore, or to moor them to large stones, placed for that purpose on the beach. It is more probable that the first anchors were constructed of hard wood, to which a considerable quantity of lead was attached; even afterwards, when those of iron were introduced, the single fluked anchor continued to be used: experience necessarily suggested its present form, and gave to each vessel, as its safeguard, one of larger dimensions than the rest, which they styled the *sacred anchor*, and never used but in times of imminent peril.

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* The Greeks at present vary but little in their mode of navigating ships from their ancestors: the curious reader will find many ingenious remarks relative to their *maritime character* in *A Journey through Greece, by M. de Guys, of the Academy of Marseilles.* "The Greeks are in some measure seamen by nature. The Turkish ships are manned with them. They make use of the *compass*, but have no *charts* to direct them; and are therefore obliged to trust to their knowledge of the coasts for the safety of their navigation. Of course they never venture far from land. The greatest part of their ships resemble those of the ancients, having but one mast, which is crossed with very long yards. They have also great sails, and a high flat poop; the prow projecting like that of Theseus' ship, described in the paintings of *Herculaneum*, (Tom. II. pl. 149). You will frequently see a Greek seated on the poop of his *volik* (a Greek vessel), sailing on that beautiful canal the Black Sea, the coasts resounding with his lyre, while a favourable wind, swelling the sails, wafts him along the water with a pleasing rapidity. No man can view this scene without imagining he exists in the finest age of Greece.—Fishery was the prelude, and, if I may be allowed the expression, the apprenticeship of navigation.—Some fisherman, accustomed to coast the *Mediterranean*, was probably the first person who pointed out to our ancestors the spot on which they built the famous city of Marseilles. M. *Carry* conjectures (*Foundation de Marseilles*, p. 59), that the *Phocians*, touching on that part of the coast, discovered a fisherman, to whom they threw a rope in order to lash their ship to the shore; and the two Greek words, which signify to *fasten*, and fisherman, gave, he thinks, the name of Massilia to the future city; (*μαστειν*, to fasten; and ἁλιεος, a fisherman).

† Mitford's History of Greece, Vol. I. p. 175. 8vo. ed.

In a Grecian fleet the principal officers varied but little from the modern list, though naval and military duties were too much blended with each other. The *Commander of the troops* appears to have preceded the *Admiral*; of which rank, the Greeks had usually from one to three officers in a squadron: yet such was the prejudice or jealousy of the times, that when an admiral had once discharged the important duties of that illustrious station, he was ever afterwards deemed by the *Spartans* incapable of occupying the same rank. His title, as Commander of a Fleet, was *Dux, Præfectusque Classis.* To the *Admiral* succeeded the *Captain (Navarchus)*, and then followed a post of great honour and responsibility, *the Pilot (Gubernator)*, to whom the charge of the vessel and the discipline of the crew were assigned. Under the Pilot was appointed a sort of mate called *Proreus*, from his station at the prow; he had the keeping of stores for the ship's rigging, and was allowed to distribute places to the rowers. Commanders of gallies, in addition to the above title of *Navarchus* or *Captain*, were styled *Trierarchs*; and, when two were on board, each commanded for six months. This appellation of *Trierarchs* was also given to those cities, that in time of war were appointed to fit out gallies. The modern *Boatswain* is discovered in those duties which the *Keleustes* of the Greeks performed; he passed the word of command throughout the vessel, and also assisted in distributing the ship's allowance of provisions. The appointments of *Purser* and *Secretary* were always united, as they sometimes are at present; and the sprightly notes of the drum and fife, by which the labour of the capstan-bars is at present so much abated, was a delightful task assigned to the Grecian *Trieraules*, who stood before the mast, and cheered his weary shipmates with the exhilarating music of the Canaanites.

> Against the mast the tuneful Orpheus stands,
> Plays to the wearied rowers, and commands
> The thought of toil away!
>
> STATIUS, Theb. V. v. 343.

Whilst on board, the hardships which the Grecians endured must have been considerable, from the smallness of their vessel, and the badness of its accommodations. The rowers had only a wooden bench to repose on, and even the situation of their officers differed but little from the rest of the crew, since it was objected against *Alcibiades*, as a mark of great effeminacy, that he was the first Grecian who had ordered his bed to be slung in order to break the motion of the vessel. The crew was divided into *rowers* (remiges *), *mariners* (nautæ), and the *soldiers* or *marines*; who were styled *classiarii*. A ship's complement rarely exceeded 200; the usual pay of their seamen was three *oboli* a day; and if we add the *fourth*, that was given by *Cyrus*, at *Lysander's* request, it would amount on the whole to nearly sixpence halfpenny. This, however, was sometimes raised to a *drachma*, or about ninepence; though some authors make it less; as when the Athenians fitted out a fleet against Sicily.

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* These were again divided into the lower rank called *thalamitæ*, the middle *zugitæ*, and the uppermost *thranitæ*: Thucydides adds, that the latter were paid the best, because they worked a heavier oar.

The Athenian commerce on the Euxine, and the knowledge, possessed by the Greeks, of India, are appropriately noticed: the third section concludes with an abstract of Dr. Vincent's Voyage of Nearchus.

The fourth section, which is appropriated to a review of the Carthaginian and Roman periods, commences with an inquiry into the date of the foundation of Carthage, as a Phœnician colony; examines the treaties of peace and commerce preserved by Polybius; notices the rise of Gades, or New Carthage; discusses the commerce, nautical skill, and resources, of the Carthaginians; traces the decline of the empire; and exhibits a detailed account of the voyages of discovery, undertaken by the Carthaginian navigators, Hanno and Himilco.

The second part of this section traces the Romans, from their origin as a republic, to their first appearance as a naval power; notices their singular mode of training their mariners to the use of the oar, by placing benches along the beach, upon which the rowers were ranged in the same order as at sea, under the command of a proper officer to instruct them in the necessary motions of the body, &c.; describes their tremendous machine, the Corvus; and presents an account of two naval actions, between the Romans and Carthaginians, which, for the perusal of our readers, we shall take the liberty of extracting.

> It may interest the professional reader, says Mr. Clarke, and enable him to form some idea of the naval tactics of the distant period we are considering, beyond a detail[*] of the names and rates of their vessels,

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[*] See *Aulus Gellius*, (lib. x. c. 25.) This has been also accurately performed by *Dr. Adam* in his Roman Antiquities, (p. 398, *Naval Affairs of the Romans*). Line of battle ships were called *naves longæ*; merchant vessels, *oneraria*; light built ships for expedition, *actuariæ*; the most remarkable of which were the celebrated *naves*

if an account is given of two naval actions between the *Carthaginians* and *Romans*. In the first the *Romans* were so successful, that they were enabled to land on the territory of Carthage, and alarm the metropolis; the second, on the contrary, was favourable to their rivals, and for a time enabled the *Carthaginians* to regain the sovereignty of the ocean.

The *Carthaginian* coast, at the commencement of the first Punic War, and for a considerable time afterwards, was too open to an invading enemy. Unaccustomed to any rival, they implicitly trusted to the wooden walls of the republic. This circumstance did not escape the watchful ambition of Rome; and orders were accordingly issued to their *Naval Duumvir*, to fit out a fleet of 330 decked ships *; which sailed under the command of the Consuls *M. Attilius Regulus*, so renowned in history, and *L. Manlius Vulso*. Leaving *Sicily*, they doubled the promontory *Pachynus*, now *Cape Passaro*, and steered for Ecnomus, in order to co-operate with the army there stationed. The first *Punic War* was at this time extended to its eighth year, during which the Carthaginians had lost the valuable islands of *Corsica* and *Sardinia*, and only retained, of their settlements in Sicily, *Lilybæum*, *Panormus*, and a few adjoining places. The turbulent spirit of the people had not yet, however, quite exhausted the energy of government, and preparations were immediately made to repel force by force. Under the command of *Hanno* and *Hamilcar*, a fleet of 350 ships sailed from *Lilybæum*, and arriving off *Heraclea Minoa*, prepared for action. The principal object the *Romans* had in view, was to counteract the lightness and celerity of the Carthaginian ships, by preserving the four divisions of their own fleet firm and compact. To accomplish this, the two Consular gallies of six banks of oars, were stationed abreast each other in front, followed by the first and second squadrons on the right and left in separate lines of battle, forming an angle whose apex was towards the Admiral's gallies. The prows of the vessels were all

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liburnæ. The name painted on the prow of each ship, was called its *parasemon* or *insigne*. The Commander's ship was distinguished by either a red flag, or a light. In some vessels a rudder was placed at each extremity. The sails were usually white, as being esteemed fortunate. The top-sails were called *suppara velorum*; the ballast *saburra*; the rigging of a ship, *armamenta*; the gangways, *fori*; the lead for sounding, *bolis*, or *catapirates*; the yards, *antennæ*, or *brachia*. The wood employed for ship-building was fir, alder, cedar, and cyprus; the *Veneti* are first mentioned by Cæsar (Bell. Gall iii. 13.) as employing oak. The *Admiral* of the fleet was styled, *Dux*, *Præfectusque Classis*, and the flag-ship *navis prætoria*. The *Captains* had the titles of *Navarchi*, *Triurarchi*, or *Magistri Navium*. The marines were called *classiarii*, or *epibatæ*.

* Polybius, lib. i. Each vessel carried 120 soldiers and 300 rowers.

turned outwards; and when the third division was drawn up frontways, extending from point to point, it formed a base to the triangle; by means of small boats, this division of the fleet towed the transports, with the horses and baggage. The fourth squadron, styled *triarii*, followed in the rear, and preserved a line parallel with the third division.—*How impossible is it*, exclaims Polybius, *I do not say to behold so vast an armament, but even to hear a bare description of it, without being fixed in admiration, both of the importance of the contest, and of the power and strength of the two great republics that were thus engaged!*

The Carthaginian seamen were sensible that the liberty of their country, and the safety of their families, depended on their present exertions; for their Commanders, *Hanno* and *Hamilcar*, had employed every argument to animate the respective crews. The signal for sailing was therefore obeyed with chearfulness, and they left the harbour of *Heraclea Minoa* full of hope and determined resolution. The disposition of their fleet was calculated to surround the Roman triangle: three divisions were ranged in a single line, extending the right wing under *Hanno*, composed of all the *quinqueremes* and *galleys*, far out to sea, with the prows turned towards the enemy; the remaining squadron of observation was stationed under the command of *Hamilcar*, near the shore, and was drawn up in the figure called *Forceps*.

Notwithstanding the stratagem which *Hamilcar* executed by signal, in order to deceive and detach the Roman ships by an appearance of flight, and which separated the battle into three detached actions, victory at length declared for the Romans. *Hamilcar* was obliged to retreat; and *Hanno* seeing himself assaulted on all sides, at length closed a tremendous contest. The Romans, if their historian is to be credited, captured sixty-four vessels, and destroyed more than thirty; and this with only the loss of twenty-four ships, which sunk during the engagement.

In a subsequent action between the *Roman* and *Carthaginian* fleets, which Polybius * mentions, the skill and enterprise of the latter were more successful; but the historian, in bearing witness of this event, seems with reluctance to yield the palm of victory to the enemies of his country. The siege of *Lilybœum*, in Sicily, now *Marsala*, had been carried on by the *Romans* for a considerable time with unwearied resolution; when during the Consulate of *P. Claudius Pulcher*, and *L. Junius Pullus*, the naval power of the republic experienced a severe wound. *Pulcher*, who inherited the pride and rashness of the *Claudian* family, became impatient of that caution which Officers of greater experience had observed. Having gained the tribunes, he

* Lib. i.

embarked at midnight with a fleet of 120 gallies, then lying at anchor before *Lilybæum*, and carrying with him some of the bravest of the legionaries, he hoped to surprise the Carthaginian Admiral *Adherbal*, at Drapanum, now *Trepano del Valle*, a port on the western side of Sicily. The hour of midnight seemed propitious to this bold attempt: keeping the island on his right, he proceeded in close order along the shore, unperceived by the enemy; and the break of day first rendered *Adherbal* sensible of his impending danger. The promptitude of his resources displayed the greatness of his professional character; his soldiers immediately embarked with ninety gallies, and the orders of *Adherbal* quickly circulated throughout his squadron—*Observe and follow the course of your Commander*. Some projecting rocks concealed the inferiority of his force until the *Romans* began to enter the harbour's mouth; and *Adherbal* afterwards supplied the deficiency in point of number, by a knowledge of the coast, the situation of the shoals, and the rapidity of his manœuvres. The disorder of the *Romans* was complete; but after considerable difficulty, *Claudius* was enabled to form in line of battle along the shore. The Consul *Publius*, who at first sailed in the rear, and had been carried out to sea, took his station on the left. *Adherbal* passed him with five of the largest ships, and then gaining the open sea, turned the prow of his galley towards the enemy; the remainder of his squadron, as they came up, extended the line, and on the signal being given, advanced with rapidity against the *Romans*. The contest was for some time equal: but at length a considerable part of the Consular fleet being either aground on the shoals, or wrecked upon the rocks, *Pulcher* retreated with only thirty gallies. "*The Carthaginians*," says Polybius, "drew a victory to their side *by the help of many favourable circumstances*, in which they were superior to the Romans during the whole engagement. Their vessels were light, and swift in sailing: their rowers skilful and experienced: and lastly, they derived no small advantage from having ranged their fleet in battle on the side of the open sea. Whenever they were closely pressed, as they had full room to retreat, so they were able also, by their swiftness, to transport themselves at once out of the reach of danger. If the enemy advanced too far in the pursuit, they then turned suddenly upon them, and making their attack with vigour and agility, now upon the sides, and sometimes on the stern, sunk many of the *Roman* vessels; which being unwieldy by their bulk, and encumbered with unskilful rowers, performed all their motions heavily and without success. When any of their vessels seemed ready to be mastered by the enemy, they advanced securely through the open sea, and by ranging some fresh gallies in the stern of those that were engaged, rescued their friends from danger. But on the part of the *Romans*, every circumstance was contrary to these. When pressed, they had no room to retreat; for every vessel that retired before the enemy, either stuck fast upon the sands, or was dashed against the shore. As their ships were also heavy, and their rowers destitute of skill, they were quite deprived of the advantage, the greatest that is known in naval battle, of *sailing through the squadron of the enemy, and attacking in stern the ships that were alredy engaged with others.* Nor could they, on the other hand, send any succours, or support their own vessels from behind, as the distance was so narrow between them and the land *.

Previous to this celebrated victory, a curious anecdote is recorded by the same historian, which may give the reader a further insight into the nautical skill of the Roman Officers.

The inhabitants of Carthage had for a long time anxiously expected news from their countrymen at *Lilybæum*, without being able to elude the vigilance of the besiegers, when a person of rank in the metropolis, surnamed *Hannibal the Rhodian*, undertook to elude the blockade of the Roman Admiral. This daring offer was accepted with joy; a quick sailing vessel that belonged to him, was equipped without delay, and *Hannibal*, with no small degree of exultation, left the port of *Carthage* amidst the prayers and acclamations of innumerable spectators. At sunset he cast anchor near one of the small islands opposite to *Lilybæum*. In the morning a favourable breeze carried him through the midst of the Roman fleet; the enemy in mute astonishment suffered his galley to pass. Hannibal, glorying in his success, entered the harbour. In the morning he prepared to return. The Consul during the night had stationed ten of his swiftest ships with suspended oars, as near the harbour's mouth as the shallows would permit; and in considerable agitation waited the event. At length the *Rhodian* appeared; the indignant *Romans* eagerly pursued, but in vain. *Hannibal* glided without molestation over the calm surface of the Mediterranean, and even brought-to in order to insult the enemy; yet not a single ship would again advance. This perilous duty was repeatedly performed with equal success, and his example followed by others; when at length, either from rashness, or the exasperated spirit of the Romans, the brave *Rhodian* was taken, after a severe engagement, by a galley considerably superior both in strength and numbers.

To the above succeeds the destruction of Carthage; after which, we are presented with a relation of the voyage of Polybius; an account of the discoveries of Juba, in the Atlantic; and the Roman hydrographical divisions of the ocean.

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* Hampton's Translation, Vol. I. p. 108. book the first.

The second portion of this section proceeds with the nautical history of the Roman empire; presents an abstract of Dr. Vincent's Periplus of the Erythrean Sea; notices the origin of the naval power of the Goths, and the rise of the modern commercial states; and concludes with a very learned and valuable *Dissertation on the Commerce of the Romans*, by the author's relation, the late Rev. William Clarke, of Chichester.

This "*Introduction*," of which the preceding sketch is a very faint and brief analysis, must be considered as exhibiting a brilliant display of extensive, varied, and profound learning. We have been highly gratified by our examination of it; and we do not believe it possible, that any reader could, after attentive perusal, lay the work down without finding himself amused, delighted, and instructed.

[*To be continued.*

Poetry.

VERSES

WRITTEN WHILE WALKING ALONE ON THE SEA SHORE.

I LOVE with hermit step to stray
Along the borders of the deep,
When the red lines of closing day,
Gleam on the solitary steep.

To mark the checker'd cloud of eve
Along the wat'ry plain descend;
And Twilight her soft texture weave
Where rival hues in union blend.

Perhaps, where dancing on the tide,
Some sail divides the whispering waves;
Or where, along the green isle's side,
The pliant oar the water leaves,

I just may hear the jovial horn,
Or tones that sigh at Pity's call;

That on the billowy ether borne,
  Are heard in many a dying fall.

These magic sounds, of potent power,
  Shall hush the charmed waves to rest,
And draw the pale moon from her bower,
  To gild the ocean's peaceful breast.

O! Empress of the orb serene,
  Where does thy trackless path-way lie,
When from this sublunary scene
  Thou hid'st thee in the darken'd sky?

What worlds, to share thy yellow ray,
  Oppose their unenlighten'd face;
Trav'lling the wide ethereal way,
  The vast immensity of space?

What happier mortals bless thy beam,
  Where Love has fix'd his chosen seat;
Beside the silver-winding stream,
  That joys thy tranquil light to meet?

What verdant vales, what shady groves,
  Part catch thy ray, and part exclude,
Where lonely Contemplation roves,
  A poet in his happiest mood?

I long to go where thou hast shed
  Thy light on wood, or hill, or plain,
For Poesy, a meek-ey'd maid,
  And Love and Joy, are in thy train.

London. E.

~~~

THE INCHCAPE ROCK.

NO stir in the air, no stir in the sea,
  The ship was still as she might be;
Her sails from Heav'n receiv'd no motion—
Her keel was steady in the ocean.
~~~

Without either sign, or sound of their shock,
The waves flow'd over the Inchcape Rock:
So little they rose, so little they fell,
They did not move the Inchcape Bell.

The Abbot of Aberbrothok
Had floated that bell on the Inchcape Rock;
On the waves of the storm it floated and swung,
And louder, and louder, it warning rung.

When the rock was hid by the tempest's swell,
The mariners heard the warning bell;
And then they knew the perilous rock,
And bless'd the priest of Aberbrothok.

The Sun, in Heav'n, shone so gay—
All things were joyful on that day:
The sea-birds scream'd, as they sported round,
And there was pleasure in their sound.

The float of the Inchcape bell was seen,
A darker speck, on the ocean green;
Sir RALPH, the Rover, walk'd his deck,
And he fix'd his eye on the darker speck.

He felt the chearing pow'r of spring;
It made him whistle, it made him sing:
His heart was mirthful to excess—
But the Rover's mirth was wickedness.

His eye was on the bell and float—
Quoth he, my men, put out the boat;
And row me to the Inchcape Rock,
And I'll plague the priest of Aberbrothok.

The boat is lower'd, the boatmen row,
And to the Inchcape Rock they go;
Sir RALPH bent over from the boat,
And cut the warning bell from the float.

Down sunk the bell, with a gurgling sound;
The bubbles rose, and burst around.
Quoth Sir RALPH, the next who comes to the Rock,
Will not bless the priest of Aberbrothok.

Sir **Ralph**, the Rover, sail'd away;
He scour'd the seas for many a day;
And now grown rich, with plunder'd store,
He steers his course to Scotland's shore.

So thick a haze o'erspreads the sky,
They could not see the sun on high;
The wind hath blown a gale all day;
At evening it hath died away.

On the deck the Rover takes his stand,
So dark it is, they see no land;
Quoth Sir **Ralph**, it will be lighter soon,
For there is the dawn of the rising moon.

Canst hear, said one, the breakers roar;
For yonder, methinks, should be the shore.
Now, where we are I cannot tell,
But I wish we could hear the Inchcape bell.

They hear no sound, the swell is strong,
Tho' the wind hath fallen they drift along;
Till the vessel strikes with a shiv'ring shock—
Oh, Christ! it is the Inchcape Rock!

Sir **Ralph**, the Rover, tore his hair;
He curst himself in his despair.
The waves rush in on ev'ry side,
The ship is sinking beneath the tide.

But even in his dying fear,
One dreadful sound could the Rover hear;
A sound as if, with the Inchcape bell,
The devil below was ringing his knell.

POLL AND BEN.

A BALLAD.

"WHY weeps my Poll? why down her cheek
Descends the silent tear?
"Why not to Ben her sorrow speak,
"To whom she is so dear?

" Come, quickly, love, the truth impart,
" With Ben use no disguise;
" Say, what it is that pains thy heart,
" That dims those beauteous eyes?"

" Alas! I fear the cause to speak,
" The mournful maid replied;
" I know my Ben will think me weak,
" And much my fears deride.

" Yet where, oh! where can Poll repose
" The cause of her distress?
" When Ben the real motive knows,
" Say, will he love her less?

" Oh, no! the British sailor's breast,
" For honest feeling fam'd,
" Shares with the heart by grief opprest,
" Nor of its tears asham'd.

" This pity then, will Ben refuse,
" To one he loves so well?
" Will he not kind persuasion use,
" Anxious her fears to quell?

" But who, alas! shall still those fears,
" When thou art far away?
" My aching heart that summons hears,
" Which thou must quick obey.

" Do I not know the savage race
" With whom you must contend?
" Do I not know you'll ne'er give place,
" Nor to the tyrant bend?

" If in the contest you should fall,
" And Buonaparté come,
" In losing you, I lose my all,
" My lover, friend, and home."

" Forbear, forbear!" Ben quick return'd,
And wip'd away a tear;
His heart with fond affection burn'd,
Yet held his country dear.

" Say, do you think us Britons fear
" To call the French their foe?
" Let the d—d *Corsican* appear,
" We'll lay the lubber low.

" Remember England's gallant sons!
" Cheer up, my lass, and smile;
" Do you forget the battles won
" By NELSON of the NILE?

" With such example, shall us tars
" Shrink when our country calls?
" Oh, no! we glory in those scars
" That save our Albion's walls.

" Yet though to Country, King, and Laws,
" Ben will be ever true;
" While fighting brave in Honour's cause,
" His heart remains with you.

" A glass I'll fill, of grog, my Poll,
" To chase away all care;
" And the lov'd little isle extol,
" To British bosoms dear."

LAURINA.

SONNET.

BY HENRY KIRKE WHITE.

Supposed to be written by the unhappy Poet DERMODY, *in a Storm, while on board a Ship in his Majesty's service.*

LO! o'er the Welkin the tempestuous clouds
Successive fly, and the loud-piping wind
Rocks the poor sea-boy on the dripping shrouds,
While the pale pilot o'er the helm reclin'd,
Lists to the changeful storm: and as he plies
His wakeful task, he oft bethinks him, sad,
Of wife, and little home, and chubby lad,
And the half-strangl'd tear bedews his eyes.
I, on the deck, musing on themes forlorn,
View the drear tempest and the yawning deep,
Nought dreading in the green sea's caves to sleep,
For not for me shall wife or children mourn;
And the wild winds will sound my funeral knell,
Sweetly as solemn peal of pious passing bell.

Gazette Letters.

ADMIRALTY-OFFICE, SEPT. 24, 1803.

Copy of a Letter from Captain Owen, of his Majesty's Ship the Immortalité, to the Right Hon. Lord Keith, transmitted to the Admiralty by Rear-Admiral Montagu, in the Downs.

His Majeſty's Ship Immortalité, off Saint Vallery en Caux,
MY LORD, *Sept.* 14, 1803.

In obedience to the order of Rear-Admiral Montagu, I, at eight o'clock this morning, in company with the Perseus and Explosion bombs, commenced an attack on the batteries which protect the town of Dieppe, and vessels building there (in number seventeen)

The firing was continued on both sides till past eleven, when the lee-tide making strong, and the town having taken fire badly in one place, and slightly in two others, I caused the bombs to weigh, and proceeded with them off St. Vallery en Caux, where they are constructing six vessels, and at three in the afternoon opened our fire at that place for an hour. The enemy was for the most part driven from their batteries, the inhabitants flying to the country; and, judging from the direction in which many of the shells burst, they must have suffered much.

On a service of this nature we cannot expect to eſcape unhurt; I have, however, pleasure in reporting to your Lordship, that although the enemy's fire, especially from Dieppe, (which is very ſtrong in batteries,) was heavy and well directed, and that many of their shot took effect, our loss has been but small; the Perseus has one man missing, and the Serjeant of Artillery is slightly wounded. The Boatswain of this ship and three seamen were bruiſed by splinters, but did not leave their quarters; the other damage, but that not material, is confined chiefly to the rigging.

The manner of executing my instructions, and the judgment shewn in placing and managing the bomb-vessels, entitle Captain Methuist and Captain Paul to my best and warmest thanks: their conduct has been every thing I wish, and they speak highly of the Officers and detachments of the royal artillery embarked with them, as well as of the Officers and men of their respective crews. My opinion of the First Lieutenant of this ship, Charles F. Payne, is already known to your Lordship; and his conduct this day, as well as that of the other Lieutenants, Officers, and men, without exception, has fully justified the reports I have made your Lordship concerning them on former occaſions; who have the honour to be, &c.

Right Hon. Lord Keith, K. B. E. W. C. R. OWEN.
&c. &c. &c.

Copy of a Letter from Captain Hallowell, of his Majesty's ship Argo, to Sir Evan Nepean, Bart. dated at sea the 12th of September 1803.

SIR,

Be pleased to acquaint their Lordships, that his Majesty's ship Argo has this day captured l'Oiseau cutter privateer, of ten guns and sixty-eight men, commanded by Nicholas Brune Daubin, Enseigne de Vaisseau; her Second Lieutenant was unfortunately killed by one of our guns during the chase. She had been nine days from Rochfort, and taken nothing. I am, Sir, &c.

B. HALLOWELL.

Copy of a Letter from Lieutenant William Gibbons, commanding his Majesty's hired armed Cutter Joseph, to Sir Evan Nepean, Bart. dated at Falmouth, the 2[illegible]th instant.

SIR,

Having received orders from Captain Bass, of his Majesty's brig Garnet, to cruise off Mounts' Bay, and being led considerably to the southward and westward in chase, and by strong gales of wind blown off Cape Finisterre, on the 8th of this month, at daylight, and at the clearing up of a fog, discovered the Maria privateer of Guernsey two or three miles to windward of us in chase of two brigs, one of which, l'Espoir privateer of St. Malo, was firing her stern-chasers at her, and at times giving her broadsides; we tacked, and in about an hour we got within pistol-shot of her, and gave her one four-pounder and some muskets, when she struck her colours, having wounded one man slightly on board the Maria and having one of her own men wounded. She proved to be l'Espoir privateer of St. Malo, of six guns, six-pounders, and fifty-two men. I sent the Maria after the other brig, her prize, being the fastest sailer, and in two hours she recaptured her, proving to be the Two Friends of London, from Mogadore to London.

I have the honour to be, &c.

W. GIBBONS.

ADMIRALTY-OFFICE, SEPT. 27.

Copy of a Letter from the Right Honourable Lord Keith K. B. Admiral of the Blue, &c. to Sir Evan Nepean, Bart. dated on board his Majesty's Ship Monarch, off Broadstairs, the 25th Instant.

SIR,

I transmit, for their Lordships' information, a letter which I have received from Rear-Admiral Montagu, and one which was addressed to him by Mr. Joseph Thomas, the Master of the Princess Augusta hired armed cutter, of eight three-pounder guns and twenty-five men, reporting the particulars of an engagement between that vessel and two Dutch armed schooners, in which Lieutenant Scott, her Commanding Officer, has been killed. The resistance made by the Princess Augusta to so superior a force, does great credit to the gallant but unfortunate Officer who commanded her, as well as to the Master and her crew.

I have the honour to be, &c.

KEITH.

MY LORD, *Utrecht in the Downs, Sept.* 23.

The Princess Augusta hired armed cutter arrived at Dover this evening; her Lieutenant, J. W. Scott; Gunner, William Lavender; and Boatswain, William Cornelius; being slain in battle on the 20th instant, in combat with two Dutch schooners, the one mounting twelve guns and seventy men, the other eight guns and fifty men.

The Lieutenant, in his dying moments, recommended the Master to fight the cutter bravely, and to tell the Admiral he did his duty.

These expressions, my Lord, in the moments of dissolution, will endear his memory to his countrymen; and, whilst those more immediately connected with him sigh at the recollection of their loss, they will have the consolation to reflect, that he fell gloriously in his country's cause, expiring with the heroism of a British Officer.

Two seamen, Crump and Rose, are also wounded; the former with a ball in the thigh, the latter with a ball above the ancle.

The Princess Augusta, your Lordship will recollect, is one of the smallest cutters under your Lordship's command, being about 70 tons.

The conduct of Joseph Thomas, the Master, and the crew of this little vessel, fighting bravely after the loss of their Officer, and beating off two vessels of such superior force, merits more encomium than my pen is enabled to express. I have the honour to be, &c.

ROBERT MONTAGU.

His Majesty's Hired Cutter Princess Augusta,
Joseph Thomas, Master.

SIR,

Saturday, September 24th, three hours, four minutes, P. M. I landed at Dover, not being able to get into the Downs this tide. After delivering orders from Lord Keith to his Majesty's ships cruising off Helvoetsluys, Texel, and the entrance of the Elbe, on Tuesday, the 20th instant, at five P. M. Texel bearing S. W. distance fifteen leagues, saw two schooners in the S. W. bearing down towards us, under English colours; got all clear for action, suspecting them to be enemies. At half past six P. M. they hauled down their English colours, and hoisted Dutch; then, being within hail, asked what sloop we was; Lieutenant Scott answered, Princess Augusta; the largest, which hailed, being to windward, gave us a broadside, which killed our Gunner and Boatswain, and wounded Lieutenant Scott in the shoulder, who died the next morning, at forty-five minutes past nine, with his wound. We then returned our broadside at the largest, which mounted twelve guns, and had on board seventy men, who endeavoured to board us several times to windward, which was the larboard side. The smallest, which mounted eight guns, and had on board fifty men, agreeable to the number we saw on deck, which came up under our lee, and gave us his broadside, then endeavoured to board us; but after an hour's engagement, close quarters, with the largest one's bowsprit over our stern several times, by the assistance of the Mate and exertion of the crew, we beat them off; but our rigging and hull being much damaged, and having two men killed and three wounded, out of our small number, we were not able to renew the action. I have the honour to be, &c.

JOSEPH THOMAS.

ADMIRALTY-OFFICE, OCTOBER 1, 1803.

Copy of a Letter from Rear-Admiral Montagu to Sir Evan Nepean, Bart. dated on board his Majesty's Ship Utrecht, Downs, 28th of September, 1803.

SIR,

Enclosed I have the honour to transmit a duplicate of intelligence received from Captain Jackson, of the Autumn, the original being transmitted to the Commander in Chief. I am, &c.

R. MONTAGU.

His Majesty's Sloop Autumn, off Calais, 28th of September, 1803.

The wind springing up yesterday morning from the eastward, I thought it a proper opportunity to attack the enemy's vessels in Calais, in order that they should not get them up the harbour out of the reach of our fire; I waited till it was half ebb in the harbour, at which time they take the ground; we then bore up, and, after trying and finding out the distance, we anchored the bombs to the N. E. of the town, the other part of the squadron abreast of the town and pier heads, to draw the enemy's fire as much as we could from the bombs, so as not to [illegible] their acting. After we anchored abreast of the town and pier [illegible] battery, the enemy opened their fire on us from all directions, [illegible] which I found they had mortars: the first shell fell within [illegible] length of us and burst under water; our vessels at that time [illegible] close, that I thought there was a great probability some [illegible] might fall on board, whilst I found our shot (though [illegible] pier heads) would not go so far up as their ſhips; I [illegible] signal to weigh, and open to a greater distance, [illegible] myself. The squadron has been very fortunate in receiving no damage from the enemy's fire The bombs were now keeping up a well-directed fire, many of the shells evidently falling in the midst of their gun-boats; the shells that fell over the boats went into the town, and must have done great damage: the east end of the town appeared to be on fire for some time. From the enemy's boats and vessels being covered under the land, it was impossible to judge what damage they sustained, but it must have been considerable: it now came on to blow so fresh from the N. E. that the springs would not hold the ship against the wind and tide; the Tartarus' anchor having given way, I was obliged to make the signal to discontinue their fire. I have the honour to be, &c.

Rear-Admiral Montagu, Downs. S. JACKSON.

Copy of a Letter from the Right Honourable Lord Keith, K. B. Admiral of the Blue, to Sir Evan Nepean, Bart. dated on board his Majesty's Ship Monarch, off Broadstairs, the 30*th of September*, 1803.

SIR,

I enclose, for their Lordships' information, a copy of a letter from Captain Honyman, of his Majesty's ship Leda, to Rear-Admiral Montagu, reporting the attempts which he had made, with his Majesty's ships and vessels under his orders, to obstruct the progress of the enemy's gun boats from the eastward towards the port of Boulogne; and have the honour to be, &c. KEITH.

SIR, *His Majesty's ship Leda, off Boulogne, Sept.* 29, 1803.

In answer to your's of this date, I have the honour to acquaint you, that the enemy's gun-vessels, being twenty-six in number, were yesterday discovered coming out of Calais soon after I had dispatched Lieutenant Cameron to you; I immediately gave chase with the squadron under my command, but although every exertion was used on our part, they anchored close in with the pier at Boulogne, after a severe cannonade of three hours, which was returned from them as well as their numerous batteries on shore: it was my intention to have bombarded them in that situation, and had made the signal for that purpose, but the wind blowing strong off shore, and a lee tide, prevented the bombs from taking their stations accordingly. At day-light this morning another squadron of the enemy's gun-boats (twenty-five in number) were discovered coming from the eastward; I immediately proceeded to attack them, and, after a severe cannonade for nearly three hours, they anchored in the situation with the vessels last night, with the loss of two of them, they having been driven on shore, and bilged upon the rocks. There are at present fifty-five gun-vessels at an anchor outside the pier of Boulogne. I am happy to add that I have not received reports of any material injury being done to any of the squadron under my command: a shell fell on board the Leda, which burst in her hold, doing little injury to the ship, and without hurting a man.

I have the honour to be, &c.

Rear-Admiral Montagu, &c. &c. (signed) ROBERT HONYMAN.

Copy of a Letter from Vice-Admiral Lord Viscount Nelson, K. B. Commander in Chief of his Majesty's Ships and Vessels in the Mediterranean, to Sir Evan Nepean, Bart. dated on board his Majesty's Ship Victory, off Toulon, August 10, 1803.

SIR,

I herewith transmit you, for the information of the Lords Commissioners of the Admiralty, a copy of a letter from Captain Donnelly, of his Majesty's ship Narcissus, giving an account of the capture of the French national brig of war, l'Alcion.

She appears to be a remarkably fine vessel, fit for his Majesty's service.

I have the honour to be, &c.
NELSON and BRONTE.

MY LORD, *His Majesty's Ship Narcissus, at Sea, 9th July* 1803.

I have the honour to inform your Lordship, the ship I command being off the Island of St Peter's, near Sardinia, yesterday morning, at day-light, a sail was discovered in the south-west quarter, to which we gave chase, and, at two o'clock this morning, captured her, after a pursuit of twenty-two hours; upon boarding we found her to be the French national brig of war, l'Alcion, of sixteen guns and ninety six men, commanded by Captain Lacree, returning from Alexandria, where she had been on a particular mission. She appears to be one of the finest vessels of her class I have seen; is built upon a new construction, sails prodigiously fast, is well equipped, and only one year old.

I have the honour to be, &c.
Vice-Admiral Lord Viscount Nelson, ROSS DONNELLY.
&c. &c. &c.

ADMIRALTY OFFICE, OCT. 4.

Copy of a Letter from the Right Honourable Lord Keith, K. B. Admiral of the Blue, &c. to Sir Evan Nepean, Bart. dated on board his Majesty's Ship the Monarch, off Broadstairs, the 2d instant.

SIR,

I enclose, for their Lordships' information, a copy of a letter which has been received by Rear-Admiral Montagu from Lieutenant Leaver, commanding his Majesty's gun-brig the Jackall, reporting the capture of one of the enemy's armed sloops; and have the honour to be, &c.

KEITH.

His Majesty's Gun Brig Jackall, off Ostend,
SIR, *Sept.* 29, 1803.

I have the honour to acquaint you, that this afternoon I gave chase to a vessel running along shore between Nieuport and Dunkirk, but it falling nearly calm I dispatched Mr. Simpson, master, six seamen, and four marines, to board her, which duty they performed in a very spirited manner, under a heavy fire from three field pieces brought on the Beach, and a small battery of two guns, within half pistol-shot, the enemy being aground when boarded. She proves to be an armed sloop of four two pounders, belonging to Dunkirk; I believe taken up for the conveyance of troops. Her crew escaped on shore to the number of ten or twelve. A light breeze springing up, with the assistance of my sweeps, I was enabled to arrive time enough with the brig to cover the boat and prize coming off. Although the sloop kept a continual fire on the boat, I am happy to say there was not any person hurt. She ran on shore betwixt the calms and the main. The masterly manner in which Mr. Purdy, Pilot, conducted the brig in that navigation, does him great credit.

I have the honour to be, &c.
Rear-Admiral Montagu. (Signed) C. P. LEAVER, Lieutenant and Commander.

ADMIRALTY-OFFICE, OCT. 8, 1803.

Extract of a Letter from Commodore Hood, Commander in Chief of his Majesty's Ships and Vessels at the Leeward Islands, to Sir Evan Nepean, Bart. dated at Antigua the 6th of August 1803.

Lieutenant Carr, of his Majesty's schooner l'Eclair, has stated to me, off Dominica, he chased two row-boat privateers, belonging to Guadaloupe, until she was becalmed, one of which the Government Sloop of the Island captured; the other was followed by l'Eclair's jolly-boat, with only six persons on board, including the master and a young midshipman, who attacked her in a very gallant manner, notwithstanding she had sixteen stout men. well armed, and carried her in a few minutes, after killing her Commander and one man, and wounding three, without any loss on the part of the jolly-boat.

ADMIRALTY-OFFICE. OCT. 11, 1803.

Copy of a Letter from the Right Honourable Lord Keith. K. B. Admiral of the Blue &c. to Sir Evan Nepean, Bart dated on board his Majesty's Ship the Monarch, in Dover Roads, the 8th instant.

SIR,

I herewith transmit, for their Lordships' information, a letter and its inclosure, which I have received from Captain Broughton, of his Majesty's ship the Penelope, acquainting me that Captain Griffiths, of the Constance, has captured the Caroline French privateer, of eight guns and thirty-five men; and that another which had struck her colours to him, but of which he was unable to take possession, on account of the unfavourable state of the weather, had escaped into the river Elbe. I have the honour to be, &c.

KEITH.

MY LORD, *Penelope, off the Elbe and Weser, Sept. 25, 1803.*

I have the honour to enclose your Lordship a letter from Captain Griffiths, of his Majesty's ship Constance, giving an account of his having captured a French privateer, and materially damaged another which had struck her colours, but afterwards escaped to Cuxhaven, in the river Elbe. I have the honour to be, &c.

W. R. BROUGHTON.

The Right Honourable Admiral Lord Keith, K B.
&c. &c. &c.

His Majesty's Ship Constance, moored in the Elbe,
SIR, *September 22, 1803.*

The two French privateers which were fitting out up the Elbe at Harbourgh in Hanover, viz. la Caroline, of eight guns. and thirty-five men, and la Sophie, of ten guns and forty men, both schooners, I received intelligence on the 18th had come down to Cuxhaven two days before; but as I found they were inside the Jettys, I could do nothing with them: on the 20th they came out with a fair wind, and a view, I believe, of trying the vessels, exercising the people, and escaping by the north Elbe, should chance befriend them. I dispatched all the boats after them under Lieutenant Napier, but there was too much wind and sea, in such a tide's way, to admit their attacking them. They appear, however, to have succeeded in causing them to separate, the Caroline hauling her wind for Cuxhaven, la Sophie bearing up for the North Elbe: the latter run on shore on the south part of the Vogel sand, when the other bore up to prevent the boats destroying her. Next morning I got under weigh, and succeeded in cutting off the Caroline from Cuxhaven, whom I captured about two miles from that place. The wind increasing on sending to anchor near the one on shore, she struck her colours also, and the boats attempted to take the people out, but the heavy sea and the sand rendered it impossible—during the night the wind chopped round to N. W. and blew very hard: it brought so high a tide, that at three in the morning she got off with the loss, I believe, of her rudder, and I should imagine otherwise a good deal damaged: however, she reached Cuxhaven, I think.

I am, &c. A. J. GRIFFITHS.

Captain Broughton, his Majesty's Ship Penelope.

Imperial Parliament.

HOUSE OF PEERS.

TUESDAY, NOV. 22.

ABOUT three o'clock his Majesty came down to the House in the usual state, and being seated on the throne, and the Commons attending, delivered the following most gracious Speech :—

My Lords and Gentlemen,

Since I last met you in Parliament it has been my chief object to carry into effect those measures which your wisdom had adopted for the defence of the United Kingdom, and for the vigorous prosecution of the war. In these preparations I have been seconded by the voluntary exertions of all ranks of my people, in a manner that has, if possible, strengthened their claims to my affection: they have proved that the menaces of the enemy have only served to rouse their native and hereditary spirit; and that all other considerations are lost in a general disposition to make those efforts and sacrifices which the honour and safety of the Kingdom demand at this important and critical conjuncture.

Though my attention has principally been directed to the great object of internal security, no opportunity has been lost of making an impression on the foreign possessions of the enemy: the islands of St. Lucia, of Tobago, of St. Pierre and Miquelon, and the settlements of Demerara and Essequibo, have surrendered to the British arms. In the conduct of the operations by which those valuable acquisitions have been made, the utmost promptitude and zeal have been displayed by the officers employed on those services, and by my forces acting under their command, by sea and land.

In Ireland, the leaders, and several inferior agents, in the late traitorous and atrocious conspiracy, have been brought to justice; and the public tranquillity has experienced no further interruption. I indulge the hope, that such of my deluded subjects as have swerved from their allegiance, are now convinced of their error; and that, having compared the advantages they derive from the protection of a free Constitution, with the condition of those countries which are under the dominion of the French Government, they will cordially and zealously concur in resisting any attempt that may be made against the security and independence of my United Kingdom.

Gentlemen of the House of Commons,

I have a perfect reliance on your public spirit for making such provision as may be necessary for the service of the year. The progressive improvement of the revenue cannot fail to encourage you to persevere in the system which has been adopted, of defraying the expenses of the war, with as little addition as possible to the public debt, and to the permanent burthens of the state.

I lament the heavy pressure, which, under the present circumstances, must unavoidably be experienced by My People; but I am persuaded that they will meet it with the good sense and fortitude which so eminently distinguish their character, under a conviction of the indispensable importance of upholding the dignity, and of providing effectually for the safety of the Empire.

My Lords and Gentlemen,

I have concluded a convention with the King of Sweden, for the purpose of adjusting all the differences which have arisen on the subject of the Eleventh Article of the Treaty of 1661. I have directed that a copy of this convention should be laid before you; and you will, I trust, be of opinion that the arrangement, whilst it upholds our maritime rights, is founded on those principles of reciprocal advantage which are best calculated to maintain and improve the good understanding which happily subsists between the two countries.

In the prosecution of the contest in which we are engaged, it shall be, as it has ever been, my first object to execute, as becomes me, the great trust committed to my charge. Embarked with my brave and loyal people in one common cause, it is my fixed determination, if the occasion should arise, to share their exertions and their dangers in the defence of our constitution, our religion, our laws, and independence. To the activity and valour of my fleets and armies, to the zeal and unconquerable spirit of my faithful subjects, I confide the honour of my crown, and all those valuable interests which are involved in the issue of this momentous contest.

Actuated by these sentiments, and humbly imploring the blessing of Divine Providence, I look forward with a firm conviction, that if, contrary to all just expectation, the enemy should elude the vigilance of my numerous fleets and cruisers, and attempt to execute their presumptuous threat of invading our coasts, the consequence will be to them discomfiture, confusion, and disgrace; and that ours will not only be the glory of surmounting present difficulties, and repelling immediate danger, but the solid and permanent advantage of fixing the safety and independence of the kingdom on the basis of acknowledged strength, the result of its own tried energy and resources.

The Marquis of SLIGO, after adverting to the respective topics of his Majesty's Speech, concluded with moving an Address, which was, as usual, a respectful echo of the Speech.

The Earl of LIMERICK rose for the purpose of seconding the Address, in performing which he also took an opportunity of going over the grounds of the Speech, and expressed his high satisfaction at the acquisitions which had been made, and at the noble spirit which had been evinced by the people at large, throughout the United Kingdom.

The Address was then agreed to, *nem. dis.*; Lord Walsingham was appointed Chairman of the Committees for the Session, and the House adjourned.

* * *

HOUSE OF COMMONS.

THE accustomed forms having been gone through, and his Majesty's Speech having been read from the chair, The Honourable C. ASHLEY rose and moved the Address: after which,

Mr. BURLAND rose. After contrasting, in a very animated style, the state of the inhabitants and forces of this Country, with those of France, he observed, that the achievements of the British navy were so numerous, that any new proofs of its perseverance and valour could scarcely excite any surprise, or add to its fame. He had no hesitation, however, to say, that the perseverance of our fleets, buffeted by the fury of storms, whilst blockading the enemy's ports, reflected the highest honour both on the gallant Admiral, and the forces by which he is seconded; owing to whose vigilance and activity, scarcely could one of the enemy's gun boats skulk along his shore. The Honourable Member then adverted to the present state of Ireland, and to our trans-atlantic conquests, at which he expressed the utmost satisfaction, and concluded with seconding the motion for the Address.

Mr. Fox rose: not, he said, for the purpose of opposing the Address, but of offering some observations on two points, one of which was expressly alluded to in his Majesty's Speech, but the other was wholly omitted. Ministers had, in the last Session, given the most positive assurances that they were not only disposed to accept, but to solicit the mediation of Russia; that they were not only ready to hear the ideas of the Russian Court, but to state to it their own ideas, in general, of the mode by which an accommodation might be effected of the differences between this country and France. Under such circumstances, he had expected, that his Majesty's Speech would have referred to the circumstances of the negociation, and to the causes of its success or failure; but, as the present was not a proper period for discussing the subject, he should take another opportunity of presenting it to the attention of the House. The other point to which he meant to advert, was the state of Ireland. The two sentences relating to that subject in the Speech, distinctly charged it as the object of the insurgents to promote the success of a French invading force. That, however, did not appear to be a prominent feature in the conspiracy; the dying leaders of the insurrection had disclaimed it; and it was unjust to stigmatise their designs as favourable to the French. There was another more material circumstance in the statement respecting Ireland, which held out hopes that tranquillity was now permanently established there. Tranquillity could never be permanently secured to that distracted country, until the whole system of administration by which it had been hitherto governed, should be investigated and amended; until those causes which unfortunately led to its intestine broils and divisions should be removed. It would have been more appropriate to *wish* than to *hope*, that tranquillity would be permanent.

The CHANCELLOR of the EXCHEQUER, after some prefatory observations, said, that the mediation alluded to had been offered, and it was immediately accepted; but he was sorry to say, that the negociations which had been entered into in consequence, were such as not to hold out any prospect of a satisfactory accommodation. For the present, however, he hoped that the House would not press for a communication which he declared his readiness to make in proper time, if circumstances should not render it inconsistent with the interest of the country. With respect to Ireland, he was aware that some of the leaders of the late insurrection in Ireland had professed themselves most strongly averse to French interference. This declaration had perhaps been made with sincerity; but if it was meant to infer from that, that a similar declaration might have been made by all these leaders, he was sure such a declaration would have been false. He was sure there was a connexion with France, and that a declaration to the contrary could not have been made with truth by all who were concerned in that insurrection. The words on this subject, to which the Honourable Member had alluded, had been introduced into the Address for the purpose of instituting a comparison between the blessings of our own free constitution with the evils which prevailed in the countries subject to the French domination. The Honourable Gentleman had said, it would be more correct if it was said to be the object of our wishes rather than our hopes that these considerations should be attended with the effects which it was supposed they would produce. He himself entertained an opinion that these effects were not only to be wished, but confidently hoped for; and, that if the comparison stated in the Address had produced the change which was ascribed to it, though that change could not be supposed to be universal, there was reason to hope that it was so general, as to answer every expectation of the country. He did not conceive it would be proper to discuss the state of Ireland at present; but should it, at a future time, be judged expedient, it should on his part experience every requisite attention.

The Address was at length carried *nem con.* and a Committee appointed to prepare it.—Adjourned.

MONTHLY REGISTER
OF
Naval Events.

POLITICAL RETROSPECT.

> —— Now sits Expectation in the air.
>
> SHAKESPEARE.

HIS Majesty's most gracious Speech, at the opening of the fourth session of the Imperial Parliament, on Tuesday the 22d of November, has almost precluded the necessity of our offering any remarks on the present state of political affairs; yet, as some of our readers may probably consider, that that event of itself requires some little consideration, we shall not remain wholly silent.

During the vacation, many rumours of expected changes in the Cabinet have been afloat; many negociations have been reported to be on foot; and some material accession to the strength of Administration was certainly looked for; but, excepting the removal of Lord Hawkesbury to the House of Peers, it does not appear that any important alteration has taken place. Ministers seem to feel themselves equal to the arduous task which is before them.

His Majesty, as was naturally anticipated, alluded, in terms of satisfaction, to our important acquisitions of St. Lucia, of Tobago, of St. Pierre and Miquelon, and of the settlements of Demerara and Essequibo *.

The tranquillized state of Ireland afforded another subject of congratulation to the royal father of his people. He indulged the hope, that such of his deluded subjects as had swerved from their allegiance, were now convinced of their error; and that, having compared the advantages which they derive from the protection of a free Constitution, with the condition of those countries which are under the dominion of the French Government, they would cordially and zealously concur in resisting any attempt that may be made against the security and independence of his United Kingdom.

We have for some time considered, that the sanguinary monster, Rebellion, has been destroyed in the sister kingdom; and we have hailed, with sincere joy, the approaching return of peace and safety.

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* The two last surrendered to the British forces under the command of General Grinfield, Commander of his Majesty's troops in the Windward and Leeward Carribbee Islands, on the 19th of September last:—It was reported, that Surinam also had surrendered; but the event, though highly probable, is not yet known to have taken place.

The late trial of Russell, the *soi-disant* "General of Ulster," removed every apprehension of the farther progress of the insurgents. He, next to Emmet, had the greatest influence amongst the dissaffected; but, with the exception of a few partizans, who, like himself, were reduced to despair and madness, he could not succeed in arming a single hand against the Government of his Country. The evidence given on his trial afforded the most unequivocal proofs of the general loyalty of the people.

Mr. Fox, however, in the debate which followed the delivery of his Majesty's Speech, considered that that Speech, and its echo (the Address), implied that the Irish insurgents had had an intention of invoking French assistance; a charge which, by their dying leaders, had been disclaimed and execrated. He considered it as belonging to the honour and dignity of the nation, not to act with injustice, even to those who may be conceived hostile to its views.—He thought, too, that it would have been more appropriate to have indulged a *wish* than a *hope* for the permanent tranquillity of Ireland.

Mr. Addington, with a candour which reflects no inconsiderable honour on his proceedings, replied, that he had not only a *wish* but a *well-grounded* HOPE, that the inhabitants of Ireland were convinced of their errors; that this conviction was so general, as to answer every expectation of the Country.—As to the declarations of the dying rebels, though some of them had disclaimed, and he believed sincerely, all intention of calling in French aid, yet he knew, that *all* could not do so with *truth*; and, though *none*, perhaps, might wish to place the Country under French domination, yet it was known, that they were willing, and intended, to avail themselves of assistance from that power. —This fact has indeed been so long and so well established, that, if any thing could astonish us in the present day, we should most certainly have been astonished at the observations of the Honourable Gentleman above mentioned.

The Convention between Great Britain and Sweden was, of course, adverted to by his Majesty *. This instrument is indeed important, as it has the merit of adjusting the differences which have arisen on the subject of the eleventh Article of the Treaty of 1661, the only article which remained unsettled after the Treaty of St. Petersburgh, of 1801; and, consequently, of establishing what is in future to be considered as contraband of war. The settlement of these points was the more important, as the discussion respecting them contributed, more than any thing, to produce the two armed neutralities; and was, in the opinion of many, the only question on which, considering the terms of the Treaty of 1661, any doubt could be raised of the pretensions of Great Britain.

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* The Convention was signed in London on the 25th of July, and ratified on the 23d of September, 1803.—"By this Convention, the Swedish Government distinctly agrees, that all manufactured articles serving for the equipment of ships of war, if destined for the ports of an enemy, are to be subject to confiscation; and all unmanufactured articles serving for the equipment of ships of every description, and manufacturing articles serving for the equipment of merch-antships, with certain exceptions, are to be subject to the right of pre-emption.—The articles exempted from the right of confiscation or pre-emption, are such as in their state, as raw materials, have not been usually considered as naval stores."

Respecting Spain and Portugal, nothing was advanced, nor is any thing yet publickly known; but it seems to be understood, that each of those Powers has really purchased of France a temporary and precarious neutrality.

It was, we believe, very generally expected, that the mediation of Russia, on which so many fanciful speculations have been formed, would be noticed in the Royal Speech. From some observations which fell from Mr. Addington, in reply to Mr. Fox, we learn, that the mediation was offered, and accepted; but that it has failed of producing the desired effect. We never entertained the slightest hopes of its success. If Russia had not the sense, the will, or the power, to protect the *unbought* neutrality of Spain and Portugal, how could it reasonably be expected that she should succeed in mediating between Great Britain and the sanguinary Usurper of the Bourbon throne?—We do not, indeed, doubt the *power* of Russia; but, as we have said before, if any thing could astonish us in the present day, we could not fail of experiencing that sensation, at witnessing her conduct, in suffering an unprincipled tyrant, with impunity, to overrun the earth.—Russia, instead of taking a bold and magnanimous part, coldly stands aloof to see the decisive blow struck;—to see, whether Buonaparte shall effect a landing in Britain, or, what is infinitely more probable, experience shame, defeat, and ruin, on her shores. It has indeed just been rumoured, that an entire change has taken place in the Councils of Russia; that Count Woronzow, the Ambassador at the British Court, whose sentiments of esteem towards this Country have been long known, has been appointed Minister of Foreign Affairs; and that, in consequence, some favourable turn may speedily be looked for.

Let it not, however, for a moment be understood, that we are anxious for Russian assistance! By no means! Thanks to the justice of our cause, and to that exalted Power under whose banners we fight, we feel ourselves fully competent to the awful scene before us, and trust that, by divine aid, we shall be found UNCONQUERED among the nations!

Law Intelligence.

COURT OF KING's BENCH, Nov. 14.

LORD NELSON *v.* TUCKER.

THE Court pronounced judgment in this cause, the particulars of which have been long before the Public. It was an action in the Common Pleas nominally against the defendant, agent for the prizes taken by the Mediterranean fleet in October 1799, but the real defendant was the Earl of St. Vincent. It was to recover 13,000l., one eighth share of the prizes taken by Captain Digby, of Lord St. Vincent's squadron, after his Lordship had left his station and returned to England, and when Lord Nelson had the command: judgment was given for Lord St. Vincent in the Court below, but upon writ of error Lord Ellenborough delivered it as the opinion of the Court, that the moment a superior officer left his station, the right of the next flag officer commenced, and consequently that Lord St. Vincent having returned to England, the enterprize and conduct of the fleet devolved on Lord Nelson. Judgment was accordingly given in favour of Lord Nelson, who thereby becomes entitled to the whole of the Admiral's share of the prize money.

LORD KEITH *v.* PRINGLE.

Judgment was also given in this cause. It was a special case reserved for the opinion of the Court. The question was the same as in the last. Lord Keith had got permission to return home, leaving the defendant Flag Admiral. Captain Losack, who had been dispatched on a cruise, brought in several valuable prizes. Lord Ellenborough gave judgment in favour of Admiral Pringle, precisely on the principles which had determined the former case.

Naval Courts Martial.

PLYMOUTH, OCTOBER 24, 1803.

This day a signal for a Court Martial was made on board the St. Josef, of 110 guns, Vice-Admiral Sir J. COLPOYS, K. B. in Hamoaze, when a seaman belonging to the Prince, of 98 guns, Captain GRINDALL, fitting for sea in Hamoaze, was tried on a seditious expression, drinking the health of, and success to, BUONAPARTE, and many other expressions of an inflammatory nature. The evidence for the prosecution, and the defence being heard of the prisoner to the Court, and it appearing he was at times deranged, he was sentenced to two years' imprisonment in the Marshalsea Prison.

PORTSMOUTH, NOVEMBER 4, 1803.

Yesterday a Court Martial was held on Mr. CLARKE, Master of the Zebra, for repeated drunkenness. The charge being proved, he was sentenced to be dismissed his Majesty's service.

A Court Martial has also been held on Mr. B. MURRAY, boatswain of the Pearl, for improper conduct, and he was sentenced to be reduced as an officer, and to serve as a seaman on board such ship as the Commander in Chief shall direct.

PLYMOUTH REPORT,

FROM OCTOBER 10 TO NOVEMBER 1.

Oct. 10. Sailed on a cruise the Diamond, of 32 guns, Captain Elphinstone, to the westward, and the Venus frigate, Captain Matson, with a convoy, and the Transport, No. 81, full of troops, from the Sound. The Atalanta, of 16 guns, Captain Marsfield, which sailed a few days since, is gone down on the coast of France to try to cut out some more timber ships, as there are many of that class full of valuable knees, futtocks, bends, and beams, all squared and ready to be put up in a ship, got safe into port, by hugging the French coast along shore. Two line of battle ships have been in the offing all day, supposed going down Channel. This morning le Centaur gun brig, of 12 guns, Lieut. Patry, was paid in the Sound her bounty.

11. So many volunteer seamen and landmen have arrived here this last week, that upwards of 4000l. bounty is to be paid them afloat by the paying Commissioner, Rear-Admiral Dacres, in the course of a few days. Orders are come down to this port to commission and fit the Urania, of 44 guns, for immediate service; she was hauled down from off Saltash, alongside the North jetty Head yesterday, for that purpose. Orders are also arrived to fit up as a guard ship, la Musette, of 24 guns, now in ordinary at this port; she is to be rigged with jury masts, and to be stationed off the river Yealm, east of the Sound, which, with the two redoubts on the heights above the entrance of that river, will be an effectual defence against any attempt at a coup de-main by the enemy. Sailed the transport, No 46, which brought from the Isle of Wight the 1st battalion of the 81st regiment of foot, commanded by Lieut. Col. Thomas. Marched into Mill Bay Barracks, 300 of the Welch Royal Army of Reserve, attached to the 2d battalion of the 81st regiment of foot. Came in from a cruise, the Jamaica, of 26 guns, Captain Rose.

12 Came in six ships from the Baltic, laden with naval stores. Sailed to join the Channel fleet, the Malta, of 80 guns, Captain Buller; and San Joseph, of 80 guns, Vice-Admiral Sir C. Cotton.

13 Sailed to join the squadron off Guernsey, the Assault gun-brig, Lieut. Kentish, having repaired the damage she sustained in the late attack and bombardment of Granville by getting ashore and throwing some of her guns overboard, but by the intrepidity and skill of Lieutenant K., his officers and crew, she was got off at high water, though she is one of the vessels which the French modestly talk in their account of that business of having destroyed by the superior fire of their gun-boats and batteries. Came in from a cruise of observation, and sailed again directly, the Indefatigable, of 44 guns, Captain Mann, and Jamaica, of 26 guns, Captain Rose. The battery of eight 32 pounders, at Staddon Heights, north of Yealm river, is in complete order; a party of artillery and of the South Devon Regiment will do duty there during the winter, as there is a barrack in the battery for the accommodation of the troops. Sailed to the eastward a hired cutter, with a convoy for the river, and the Fanny French brig, prize to the Rambler, of 16 guns, Captain T. Innes, laden with tobacco, &c. captured some months since. The sales here last Friday for prize vessels and prize goods, the latter principally for exportation, went off well, and the different articles fetched good prices, particularly those goods intended for exportation. Sailed to join the Channel fleet from Cawsand Bay, San Josef, of 112 guns, Vice-Admiral Sir C. Cotton, Bart. Captain Rodd; and the Northumberland, of 74 guns, Hon. Captain Cochrane. The Culloden, of 74 guns, Captain R. Dacres, fitting in Cawsand Bay, will sail for the station off Ferrol and Corunna, as soon as ready. The French cruisers have for some time past sent all their prizes for Ferrol, Corunna, and Passage, as their own ports have been closely blockaded by our ships. Many of these prizes have been retaken close in with the Spanish ports, and have found their way into this and other ports of England. The frigates and small craft still cruise off the Sound in different directions, to make observations.

15. Sailed the Pickle armed schooner, Lieutenant Lapontiere, on a cruise in the Channel. All the gun-boats ready for sea in Hamoaze, have had put on board each boat a 24 pounder or a 32 pounder; the guns are so contrived as to move by a swivel, and fire at an enemy in any direction. This day sailed to join the fleet, the Malta, of 84 guns, Captain Buller, with live cattle and vegetables. Came in and sailed again directly, the Indefatigable, of 44 guns, Captain G. Moore, on a cruise of observation; she remained in sight till the evening, and then bore away to the westward. This forenoon three of the gun boats, each with a 32 pound carronade, went with their complement of men from Hamoaze into the Sound, to exercise their guns at a mark; and after firing several rounds at a barrel, fixed at a mile distance, they returned to their stations in Stonehouse Lake. The firing was conducted with great skill, accuracy, and precision.

16. This morning sailed from the lower moorings, for her station at the entrance of Yealm river, to be moored as a guard-ship, under jury masts, la Musette, of 24 guns. This day orders came down from the Transport Board to Lieutenant Clements, Agent for Transports, to provide as soon as possible salt provisions and stores of different descriptions for four months, for 20,000 tons of shipping for the transport service. Pikes and half pikes have been issued to the Sea Fencibles at this port, and all the ports to the west of Plymouth. The Sea Fencibles are getting on fast in their pike and great-gun exercise, and are emulous to excel in learning the use of those terrible instruments of war and destruction.

17. Came in from the eastward seven sail of timber ships, Dantzickers, Prussians, and Hamburghers, with timber for the dock-yard as well as for private merchants. On their passage through the North Sea and down Channel they met with an immense number of British cruisers of different classes, but were not boarded nor brought to by any of the enemy's vessels.

18. Came in from a long cruise to the westward, the Hussar, of 38 guns, Captain Wilkinson; her orders were here, to meet her arrival, to fit for foreign service with all possible expedition. Came in from the Channel fleet, which she left a few days since all well, when nothing new had occurred, the Spencer, of 74 guns, Honourable Captain Stopford; the Rambler, of 10 guns, Captain Innes; the Nimrod, of 16 guns, Lieutenant O'Neil, and a gun brig; the two former on a cruise, and the latter to join our squadron at Jersey, under Rear-Admiral Sir J. Saumarez, Bart. K. B.

19. Came down from Stonehouse Pool into the Sound, the Viper cutter, Lieutenant Jump: she immediately made signal for a convoy to the westward. Sailed to join the fleet, with vegetables and live oxen, the Ardent, of 64 guns, Captain Winthorp, from Cawsand Bay. Sailed for the river, the Hind cutter, with a convoy from the Sound. This day arrived Dr. Baird, Inspector of Royal Naval Hospitals and Hospital ships, to inspect into the different departments both ashore and afloat. This forenoon, as it came on to blow at S. W. the Hussar, of 38 guns, Captain P. Wilkinson, warped into Barnpool, to fit for foreign service. This morning early seven French prisoners escaped in a boat from the Bienfaisant, of 64 guns (prison ship), from Hamoaze, and got off; but from the vigilant look out kept at this port, there is no doubt but they will be retaken.

20. That beautiful ship the Arab, of 24 guns, is commissioned by the Right Honourable Lord Cochrane, who so gallantly distinguished himself in the late war in the Mediterranean. She will soon be manned and fit for sea. Sailed from Cawsand Bay, to join the squadron cruising off the Spanish coast, the Culloden, of 74 guns. Sailed la Diane, of 54 guns, Captain Scott, and la Poulette, of 18 guns, Captain Dunbar. The furnaces for hot shot have been some time fixed in the lower batteries of the citadel, and at St. Nicholas's Island.

22. A French privateer, disguised apparently as an English smuggling vessel, came to a few evenings since, and anchored in Cawsand Bay; lay there the whole night; but in the morning, when the usual time of making the signal

took place, of what number of ships are in Cawsand Bay, and their names, to be repeated by the signal post at Maker's Tower, and from thence to the Port Admiral, the Captain found himself a little at a loss, and very prudently got under weigh; but before he had been gone an hour, the cheat was discovered, and a cutter per signal dispatched after him; but it was feared the privateer, apparently a fast sailer, had the heels of the cutter.

24. The orders received here last Saturday were not for an absolute embargo; but to prevent any clearing out of ships or vessels for Spain or Portugal. Sailed the Viper, of 14 guns, Lieutenant Jump, with a convoy for Liverpool. The Neptune, of 98 guns, Captain O. B. Drury, fitting for sea in Hamoaze, gets on well; she already has 27 men on board, and it is supposed will be soon completely manned.

26. Came in the Ardent, of 64 guns, Captain Winthrop, from the Channel fleet for water. She sailed but a few days since, and found the fleet all well, but in want of water. By signal from the Admiral, she discharged all her water and beer on board those ships that wanted it most, and returned here for a fresh supply; from which circumstance it is imagined the enemy have given some indication of a movement, should it come on to blow hard; and the gallant Admiral wishes to keep his fleet compact together, for the purpose to act as occasion may require.

27 The Ardent, 64 guns, Captain Winthrop, besides supplying the men of war off Brest with water and beer, discharged on board those who most wanted it, all her provisions. She is to take on board live cattle, vegetables, and other necessaries directly, and sails to-day. It is supposed she will make several trips to and from Brest of the same nature as the above. Came in and went up Hamoaze, l'Imperieuse, 44 guns, having sprung a main-mast in chase of a large French frigate in the Bay of Biscay a few days since, and was obliged to fish it, and bore away for this port: l'Imperieuse was well up with the French frigate, and would have soon brought her to action and no doubt into Plymouth, had not this untoward accident happened. Sailed for Falmouth the Harlequin, of 14 guns, letter of marque, Captain Dyer, and Economy, Sutern, with stores. Also on a cruize to the Westward, the Gannet, of 14 guns, Captain Bass. Came in from Falmouth, with men for the fleet, the Active excise cutter, Captain Kinsman. Five thousand bags of biscuit are contracted for here for the use of the fleet at this port by the victualling office. This day letters were received from the in shore squadron off Brest, dated the 22d inst. which state in positive terms the orders of the Commander in Chief to keep a good look out, as there is no doubt of a French squadron of seven sail of the line, besides frigates and transports full of troops, being already in the outer road for a start the first opportunity.

29. An express arrived here last night, for the 1st and 2d battalion of the 28th regiment of foot, and their reserve, to embark for Ireland, to relieve a regiment ordered for foreign service; the transports to take them came in from Portsmouth yesterday morning, viz. Melpomene, Minerva, Canada, and Aurora, all fine roomy ships, of large burthen coppered, and very fast sailers, under the direction and orders of Captain Watson, of the Royal Navy, who has his distinguishing pendant on board the Melpomene. They all came to in the Sound, and are to be joined by the Tellicherry transport coppered. Came in from off Brest the Plantagenet, of 74 guns Hon. Captain de Courcy; she refits immediately, and will be off in a few days. The artificers of the dock yard, that are able bodied men, about 150, are embodied under Commissioner Fanshawe, as their Colonel en Chef. Rear-Admiral Dacres has struck his flag on board the Foudroyant, 84, in Hamoaze, and hoisted it at the mizen of the Prince, 98, Captain Grindall. The Hussar, 38, Captain P. Wilkinson, fitting for the Straits, in Barn Pool, has had her masts and rigging new set up, and is rigged over-head, and will be soon ready for sea.

30. Sailed the Phœnix, of 44 guns, Captain Baker, last night, to the westward. Came in a gun-brig; she made a signal of a Dutch jack at the mizen, and made sail directly to the southward, with a frigate which was laying to till

the brig stood out again to join her. Sailed to join the fleet off Brest, as one of the in-shore squadron of observation, the Spencer, of 74 guns, Hon. Captain Stopford, with 20 live oxen and vegetables for the fleet.

Nov. 1. Letters received here from the squadron off Corunna, dated the 20th of October, state that they are all well, and that the Commodore is in possession of a complete list of all the Spanish men of war there, at Cadiz and Ferrol, with their state and condition for service.

PORTSMOUTH REPORT,

FROM OCTOBER 9 TO NOVEMBER 3.

Oct. 9 The Windsor Castle, Captain Bertie, and the Princess Royal, of 98 guns each, Captain Vashon, are sailed for the protection of the west entrance of the Isle of Wight: the former is stationed off Lymington, and the latter at the mouth of Southampton river. The Britannia, Captain Lord Northesk, lies at St. Helen's. The Sea Fencibles, at Southampton, under the command of Captain Barrett, have volunteered to serve on board the Princess Royal, stationed off that port; and the Lymington Fencibles, commanded by Captain Portlock, on board the Windsor Castle. It was in consequence of Admiral Holloway's representation (after he made the survey) that those ships were ordered to their present station of defence. The division of transports, under the command of Captain Watson, of the Navy, arrived here last night from the Downs.

10. Arrived the Admiral Mitchell cutter from the coast of France. Sailed the Princess Royal of 98 guns, Captain Vashon, to lie off Calshot Castle. Went out of harbour, and proceeded to sea, the Boadicea frigate, Captain Maitland. Went out of harbour, the Eurydice, of 24 guns, Captain Nicholas. Sailed the Dryad, of 36 guns, Captain Giffard, for Cork.

11. Went out of harbour, the Castor frigate. Came into harbour the Sophia sloop of war, and the Venus frigate, from the Downs.

12. Sailed the Fairy sloop of war, for the West Indies; Eurus frigate, for the West Indies; and Venus frigate, to the eastward. Arrived the Neptunus, Opoton, from Uddervilie, for Havre, sent in by the Raisonable man of war.

13. Arrived the Friends Adventure, —— ——, from New York, for Bourdeaux, sent in by the Minx and Maria privateers; and the Fortune, Anderson, from Draix for Dieppe, sent in by the Decade privateer.

14. The Charlotte sloop of war has made a signal of convoy to the eastward.

16. The Magnificent, Captain Jervis; and the Defiance, Captain Durham, of 74 guns each, have joined Lord Gardner's squadron at Cork. The Euryalus frigate, Hon. Captain Blackwood, got on shore on Spike Island, in going into Cork on Tuesday se'nnight, and when our informant left that place, was not got off. The Busy sloop of war, Captain Clinch, has made the signal for a convoy to Newfoundland and Halifax.

17. Sailed the Castor, of 32 guns, Captain Brace, to lie as a guard-ship at Liverpool. The Ant schooner, Lieutenant Wills, accompanied her to bring back the seamen who were lent her. Yesterday afternoon landed here from the Little Morgan, in 55 days from New York, the Honourable Captain John Murray, and Captain Upton, of the Navy; Counsellor Copely, of New Providence; Captain Hay of the army; and Mr. Cocke, of Liverpool. Arrived the St. Patrick, Minerva, Eliza, Flora, Sally, and Albion transports, with troops from Cork. Passed up l'Aigle frigate, with the fleet (about 52 sail) under convoy, from Oporto.

19. Arrived the Leviathan man of war, from Jamaica, Venus and Diana frigates, from a cruise.

23. The Leviathan, of 74 guns, Captain Bayntun, with the Jamaica convoy, were three months coming home, she has been very sickly, having lost

between twenty and thirty of her crew on her passage. Twenty-four men have been sent to Haslar Hospital since her arrival. The Pylades, with the convoy for the coast of Africa; and the Busy, with the ships for Newfoundland, remain at Spithead. The Lapwing frigate, which sailed from Portsmouth in July last, with a convoy for Newfoundland, fell in, during the passage, with two French men of war, and was obliged to throw her guns overboard. Arrived the Friendship, from Rochelle for Havre, sent in by the Decade frigate.

24. Arrived the Blonde, *armée en flûte*, Captain Burn; Diligence, armed store ship; Seaflower brig, and a division of transports, under the command of Lieutenant Richard Harrison, an old, able, and experienced officer, from the Downs. The Seaflower sailed again; and the transports are bound to Plymouth, to take 2000 troops on board. Came into harbour the Leviathan, of 74 guns, Captain Bayntun. The Busy brig, Captain Clinch, with the convoy for Newfoundland and Halifax, got under weigh, but brought to again, owing to the wind coming short. Sailed the Moucheron sloop of war, Captain Hawes, to join the squadron off Cherbourg. Yesterday two gentlemen, in appearance, were arrested as spies, and sent off to London.

25. The Portuguese schooner Nostra Seniora, Kee de Ashuda, was this day sent into this port by his Majesty's ship Decade, laden with bale goods from Havre to Lisbon. Arrived the Melpomene frigate, Captain Oliver, with two Indiamen under convoy from the Downs. Sailed the Busy sloop of war, and Diligente armed sloop, for Halifax and Newfoundland; and the Rosana, to get masts from Halifax. The Zebra bomb, owing to the wind falling short on Sunday last, drifted on the Shingles near Hurst Castle; her guns and stores have been taken out, and it is expected she will be got off the next tide.

26. Arrived a Portuguese schooner, and two Dutch galliots, with straw, from Dantzic, sent in by the Decade frigate. Sailed the Tribune frigate on a cruise. Went out of harbour his Majesty's ship Pandora. Sailed the Swan cutter, with four copper bottomed transports, for Plymouth, to take in troops for Cork: Captain Watson, of the Royal Navy, Agent, accompanies them. Sailed also the Britannia and Sir Edward Hughes, for India. Went out of harbour the Pandora store ship.

27. Put back the Zebra bomb, with a fleet under convoy, for Guernsey and Jersey. Sailed the Swan cutter, with a fleet for Cork. Came into harbour the Venus frigate.

28. Arrived the Experiment, ——, from the Downs, for Botany Bay. Sailed the Melpomene frigate, on a cruise.

29. The Vriendchap, Prussian galliott, from Rochelle to Havre; and the New Davidabo schooner, from Havre to Lisbon, are sent in here by the squadron off Havre; and the American ship Franklyn, from Boston for Rotterdam, by the Naiad. The Britannia, Birch; and the Sir Edward Hughes, Burrowes, East Indiamen, sailed from hence on Wednesday for India. Went out of harbour the Aurora transport, bound to Gibraltar.

Nov. 2. Arrived the Nova Sinkon Deynades, ——, from Havre for Lisbon, sent in by the Charon frigate. Sailed the William Sibbald, with troops for Cowes. This day at noon arrived from Husum, the Amity packet, Captain Saunders, with the mails of the 29th ult. twelve passengers, and forty recruits for his Majesty's service. This packet only left Husum last Monday afternoon. The Charger gun-vessel has detained, and sent in here, the Swedish ship Redenton, Peiter Simon, Master, from Garla, bound to Bourdeaux, laden with naval stores.

3. Went out of harbour the Sophia sloop of war, Royal William man of war, and the Duke of York cutter. The Courageux, of 74 guns, Captain Hardy, is ordered to be paid off immediately at Spithead, and recommissioned by the present commander. She will sail with the next convoy for the West Indies.

Promotions and Appointments.

Vice-Admiral Bligh is appointed to the command on the coast of Scotland.

Captain Byron to the Inconstant.

Captain Shepheard to the Thisbe.

Captain H. Gordon to the Wolverine.

Captain Shortland, late of the Pandour, to the Victor.

Hon. Captain Gardner to the Gylikheid.

Captain Sir H. Neale and the Hon. Captain Grey are appointed to command all the vessels on the Thames.

Captain E. Harvey to the Temeraire.

Hon. Captain Herbert to l'Uranie.

Hon. Captain Murray to la Franchise.

Hon. Captain Colvill to the command of the Sea Fencibles on the coast of Cumberland.

Lieutenant Douglass to the Diana; and

Lieutenant Carpenter, late of the Ant, to the Hope, a new cutter of 16 guns.

Captain T. Bertie to the Courageux, *vice* Hardy.

Captain H. Gordon has commissioned the Wolverine.

Captain Sir Charles Hamilton, Bart. to the Illustrious.

Captain Impey to the Alonzo, *vice* Faulknor.

Mr. J. Ward, Assistant-Dispenser at Haslar Hospital, is appointed Dispenser, *vice* Richardson deceased.

Mr. Hammock, Second Surgeon of Plymouth Hospital, is appointed First Surgeon, *vice* Fuge, dismissed; and

Mr. Veitch is appointed Second Surgeon.

Captain Skene, of the Lapwing, to the Leander.

Captain Fane to the Lapwing.

Captain Shortland to the Dolphin.

Captain C. Elphinstone to the Ariadne.

Captain A. Duff to the Mægara.

Lieutenant M'Killop to the Queen Charlotte cutter.

Lieutenant Drew to the Tresspassey.

Captain Vessey to the Brilliant.

Mr. Haggitty, clerk to the Earl of Northesk, Captain of the Britannia, to be Purser of the Megæra.

Captain Jervis, of the Magnificent, is appointed Treasurer of Greenwich Hospital, in the room of the late Rear-Admiral Payne.

Vice-Admiral Patton, to the command in the Downs.

Rear-Admiral Dacres to hoist his flag on board the Courageux.

Captain T. Bertie, at Portsmouth, to a command in the West Indies.

Captain Tinling to the Dictator, *vice* Newhouse.

Captain G. N. Hardinge to the Scorpion.

Captain Wright to the El Vincego.

Captain Wynne to the command of the Sea Fencibles at Dartmouth.

Lieutenant H. W. Pearce, of the Victory, to be a commander, and to the command of l'Alcion.

MARRIAGES.

On the 19th November, Captain New, Regulating Officer at Swansea, to Miss Thomas, of that place.

On the 3d of November, Mr. Bradshaw, Master in the Royal Navy, to Miss Jane Hayles, of Portsmouth.

OBITUARY.

Amidſt the pleasing duties of holding forth to public notice the bright exertions of genius and of worth, it too frequently becomes our painful task, to record the demise of those illustrious and honoured characters, whose actions, still living, the "storied urn and animated bust" will convey to remote posterity.—Rear-Admiral Willett Payne, whose interesting memoirs enrich the third volume of the NAVAL CHRONICLE, breathed his last sigh on the morning of the 17th of November. The health of the worthy Admiral had been in a precarious state for several years; on Monday the 14th of November, he was seized with an apoplectic fit; and, on the morning of the Thursday following, he expired, at the Royal Hospital, Greenwich, deeply regretted by all who had the honour of his friendship or acquaintance. For a full account of Admiral Payne's professional progress, we muſt refer our readers to the third volume of our CHRONICLE, as mentioned above, and shall here only briefly observe, that he began his career in the navy about the year 1769, on board the Quebec, of 32 guns, Lord Ducie, Commander; and after distinguishing himself on various occasions, particularly by his action with a ship of very superior force, the Pluto, in the West Indies, 1783; and in the Russell, on the 1st of June, 1794, he was raised to the rank of Admiral on the 14th of February, 1797. He was employed, in the spring of 1795, to bring her Royal Highness the Princess of Wales to England, and has long enjoyed the friendship and confidence of the Prince, of whose household he was Comptroller. He was Vice-Admiral of the Blue, of the coasts of Devonshire and Cornwall; Lord Warden of the Stannaries; Auditor of the Dutchy of Cornwall; Treasurer of Greenwich Hospital, and one of the Twenty-four Directors. In the Treasurership he is succeeded by William Henry Jervis, Esq. Captain in the Royal Navy. The prevailing feature in Admiral Payne's character, was mildness and good-will to all around him; he possessed an elegant taſte for literature, occasionally evinced by his contributions to the NAVAL CHRONICLE, of which he was one of the earliest patrons; his judgment was prompt and correct, as appeared during the period he sat in Parliament; his wit, though brilliant, was never severe; and his benevolence, though unbounded, was never exposed to the glare of the day. He was in his 50th year; and it is only a just tribute to his memory to say, that in his death, the British Navy has sustained the loss of one of its most gallant and accomplished officers. —On Thursday the 24th of November, at noon, the remains of this much respected Gentleman were removed, in funeral pomp, from Greenwich, for interment in the cloisters of St. Margaret's Church, Westminster, adjoining Weſtminſter Abbey. The procession moved in the following order:—

Undertaker.
Six Mutes on horseback, Staves in mourning.
The Feathers (black).
The Hearse drawn by six horses, black velvets and feathers.
Two Out-Riders belonging to the Prince of Wales.
His Royal Highness's Coach and Six, with four Footmen, followed by two Men on horseback.
In the Coach were General Hulse, Colonel M'Mahon, and Mr. Twyritt.
Four Mourning Coaches and Six, with velvets and feathers.
In the first—four Admirals, who supported the Pall, viz.
Lord Hood, Lord Radstock, Sir Charles Pole, and Admiral Nugent.
2d coach, Stephen Payne Galvey, Esq. brother to the deceased, and John Morley, Esq. his nephew.
3d coach, four Gentlemen in white, friends of the deceased.
4th coach, four Attendants.
Seven private coaches followed. Among the number were
The Admiral's two Footmen in black;
Lord Lavington's two Footmen in full liveries;
William Payne George's, Esq. ditto;
Lord Hood's ditto;
Lord Radstock's ditto;
Sir Charles Pole's ditto;
Admiral Nugent's ditto.

The procession arrived in King-street about a quarter before two o'clock. At the Northern gate of the church-yard the coffin was removed from the hearse. The procession entered the western porch, and proceeded up the middle aisle, the pall being supported by the four Admirals above mentioned, and two Post Captains. Two other Post Captains followed; then Colonel M'Mahon and the other Gentlemen of the Prince of Wales's household. The last sacred rites were performed by the Reverend James Stanier Clarke, A. M. Domestic Chaplain to the Prince of Wales, &c. &c. who was likewise the particular friend of the deceased, under whom he sailed as Chaplain, during part of the late war. Mr. Clarke also acted as Chaplain on board the yacht which brought over the Princess of Wales. The usual service having been performed, the Corpse was consigned to the vault on the left of the principal entrance into the church.

The ceremony concluded about half past two o'clock. About one hundred persons were in the church during the ceremony, many of whom were known to the deceased, and they attended as the last token of respect they could pay to a man whose conduct through life rendered him universally respected and beloved.—[We hope at an early period to be enabled (by the assistance of some of our friends) to present our readers with a portrait of the late Rear-Admiral Payne, and also with such other particulars as have occurred since the publication of his Biographical Memoirs.]

Lately, in the Bay of Honduras, Captain Martin Neville, of his Majesty's sloop Port Mahon. Captain Neville was a younger son of a gentleman in the county of York, who has to lament the loss of six within these few years, by the sanguinary disease of war. One, an officer in the Queen's regiment, was killed on board the Queen Charlotte on the memorable first of June, 1794. Two fell on the Continent, and three others by disease while in the service of their Sovereign. Captain Neville embarked very early in the naval profession. Previous to the last war he was in the Winchelsea frigate with Capt. Fisher, on the Nova Scotia station. In this ship, while scarce a boy, he was thrown from the mizen-top by the falling of the mast, and received considerable injury. From the Winchelsea he embarked with the Hon. Captain Rodney, on board the America, from whence he accompanied his Commander to the Vengeance. In the Vengeance he met with another accident, by falling over-board from the poop, while at sea. The St. Albans, bearing Admiral Vandeput's flag, on the Lisbon station, seems to have been the next ship he joined. In her he accompanied that truly good man to America, who in 1797 or 1798, promoted him to the rank of Lieutenant on board the Thetis *, with the Hon. Captain Cochrane, in which ship he returned to England in the autumn of 1798. Just before the Thetis was paid off at Plymouth, he was on duty in search of some straggling seamen, when he received a severe blow in the dark from an unknown hand, which left him nearly senseless; and it was a considerable time before he recovered of it. His next appointment was to the Uranie, with Captain Towry, from which ship he so gallantly assisted with her boats in cutting out the Chevrette from under the batteries in Camaret Bay, near Brest, on the night of the 21st July, 1801. In this almost unprecedented conflict he was wounded on the head, breast, and shoulder; and it is said, that the Captain of the Chevrette fell by the hand of this spirited young man, then only nineteen years of age. At the conclusion of the war he was promoted to the rank of Commander; and a short time previous to the present hostilities, received his commission for the Port Mahon sloop, in which vessel he soon after sailed for the West Indies—but to return not. He soon fell a sacrifice to that murderous climate; a climate that has proved a grave to so many of our gallant troops and seamen. These few particulars are given as a tribute to the memory of the amiable and much to be lamented Neville. They are from the pen of a friend and mess-mate, who, from passing many happy hours in his society, knew his worth—from one who saw his early promise of fame and celebrity with a heart-felt pride. Foremost in every kind of danger or enterprise, cool and determined, far beyond his years, in the execution of them, he gained the approbation and confidence both of his superiors and those subordinate to him. He was beloved by all. In his manner there was an urbanity and kindness rarely to be seen—it was *unique*—yet was it accompanied by a firmness seldom to be found, even in those of more severe aspect. Poor Neville! His journey among us was short; but long will his merits "fill a little space upon the ample tablet of kind memory."

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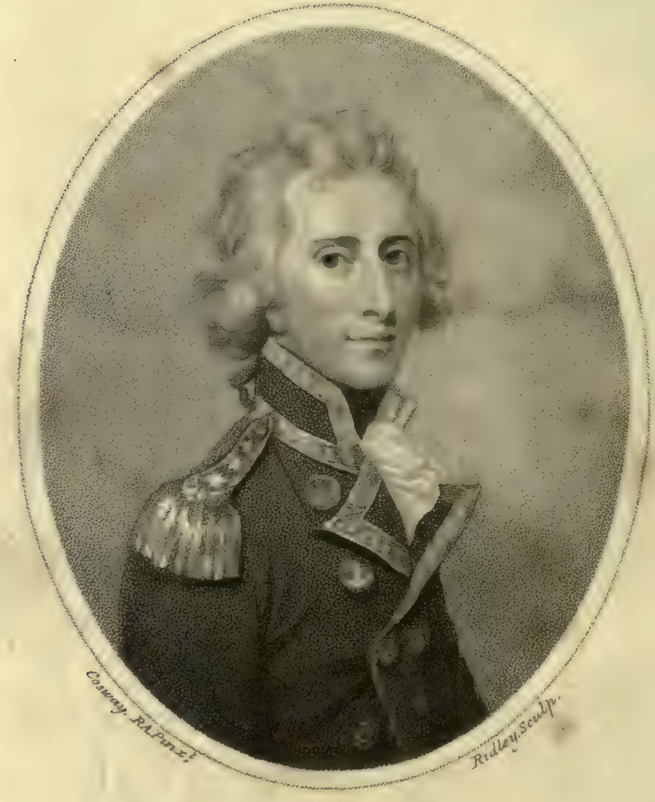
* An event of rather an uncommon nature occurred while Lieutenant Neville was in the Thetis. The ship was dismantled in Hampton roads, when the squadron under Admiral Vandeput were off the Capes of the Chesapeake. The report of many guns were heard in the offing, and to ascertain the occasion of it, Lieutenant Neville volunteered in the cutter. It was a cold and blowing night, nor did he return till the next day, bringing in the boat the corpse of Captain Mowatt, who had died suddenly on board the Assistance, and which had occasioned the firing of minute guns. Poor Neville was obliged to lay at a grapnel the whole ebb tide; and what added to the gloomy situation was having the son of Captain Mowatt, about his own age, with him, who had accompanied his father's corpse in the boat from the Assistance. It may appear trifling; yet it should not be withheld, that he gave his great coat to the fatherless boy.


Cosway, R.A. Pinxt.

Ridley, Sculp.

CHAS. EDMUND NUGENT ESQR.

DECREVI

Rear Admiral of the Blue Squadron

Publiſhed 31 Decr. 1803 by J. Gold, 103 Shoe Lane

BIOGRAPHICAL MEMOIRS OF

CHARLES EDMUND NUGENT, Esq.

VICE-ADMIRAL OF THE BLUE SQUADRON.

> "———— Fierce in the fight;
> "Bold as the roving monarch of the woods;
> "But, in the hour of peace, serene and mild,
> "And gaily cheerful as the morn of spring.
> "Benignly placid, too, he smiles on all,
> "Each gentler virtue beaming in his eye."
>
> ANON.

VICE-ADMIRAL NUGENT, the respected officer whose memoirs we now present to the public, was grandson to the late Earl of Nugent, an immediate descendant from Richard Nugent, the twelfth Lord Delvin, who, in 1621, was created Earl of Westmeath.

In all professions, and in every rank of life, from the sceptred monarch to the humblest trader, there is a certain spirit of jealousy and envy, which is unceasingly occupied in its baneful endeavours to corrode the peace of individuals, and to cast a shade over the brightest actions of humanity. Much to the honour of the Navy, however, as far as our opportunity for remark has extended, that profession exhibits less jealousy, less envy, and less narrow-mindedness than any other. The British sailor is open, candid, and generous; he scorns to withhold from a comrade his just portion of well-earned praise; and rather than attempt to rob him of his laurels, would be himself the unbought herald of his fame. The aspiring progeny of ambition will, indeed, burst from the trammels of detraction, and shine forth in all their native lustre; but the no less amiable possessors of unassuming merit may be lost in the current of oblivion, or stranded on the rocks of malevolence, unless some friendly pilot steer them safely into port. To the noble sentiments which predominate in the British Navy, must we then attribute the highly pleasing truth, that merit of every description there finds its appropriate level, and is held forth to national approbation.

We feel much pleasure in contemplating the professional progress of Vice-Admiral Nugent; his career has been strongly marked by enterprise and bravery; and he is so universally beloved, that we never once heard an expression of disrespect uttered against him.

Our Officer has been a sailor from his earliest youth. He was born about the year 1760; and in 1771, at the very tender age of eleven years, he entered the service, in the Scorpion sloop of war, under the protection of the Hon. George Keith Elphinstone, now Lord Keith. The Scorpion shortly afterwards joined Sir Peter Dennis's flag-ship, the Trident, in the Mediterranean, on board of which Mr. Nugent went, and remained in her till the year 1774.

At the commencement of the year 1775, the perturbed state of North America became a subject of very serious attention on the part of the British Government; and in the month of April, the rebellious provinces were guilty of some open acts of hostility. Preparations, offensive as well as defensive, were made by both parties; several actions ensued; and, in the course of the summer, the ravages of war extended over the greater part of the western continent. Towards the end of the year, Commodore Sir Peter Parker sailed from Cork, in the Bristol, a fifty gun ship, with a squadron of ships of war, and a fleet of transports, on board of which were a large body of troops, under the command of Earl Cornwallis, destined to act against the rebels in North America. Mr. Nugent sailed in the Bristol, as Third Lieutenant, and, in the whole, remained under the command of Sir Peter Parker the period of seven years.

Early in May, 1776, Sir Peter Parker's squadron arrived off Cape Fear; and being joined by General Clinton, with a reinforcement of troops, immediately proceeded to the attack of Charlestown in South Carolina.

At this period Mr. Nugent was only sixteen years old, an age at which very few young men destined for public stations have quitted their academical studies. It was his fortune, however, to enter very early on his professional pursuits; and in his youthful years, to participate in much service under the command of experienced Officers.

The high opinion which Sir Peter Parker entertained of Mr. Nugent's exertions during the attack upon Sullivan's Island, is handsomely expressed in his official dispatches to the Admiralty on that occasion. From these dispatches we take the liberty of making the following extract:—

> The fleet* sailed from Cape Fear on the 1st of June, and on the 4th anchored off Charles-Town bar. The 5th, sounded the bar, and laid down buoys preparatory to the intended entrance of the harbour. The 7th, all the frigates, and most of the transports, got over the bar into five fathom hole. The 9th, General Clinton landed on Long Island, with about 400 or 500 men. The 10th, the Bristol got over the bar with some difficulty. The 15th, gave the Captains of the squadron my arrangement, for the attack of the batteries on Sullivan's Island, and the next day acquainted General Clinton that the ships were ready. The General fixed on the 23d for our joint attack, but the wind proving unfavourable, prevented its taking effect. The 25th, the Experiment arrived, and next day came over the bar, when a new arrangement was made for the attack. The 28th, at half an hour after nine in the morning, informed General Clinton by signal, that I should go on the attack. At half

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* The following ships composed the squadron under the command of Commodore Sir Peter Parker, at the attack of Sullivan's Island, on the 28th of June 1776:—

Ships.	*Guns.*	*Commanders.*
Bristol, - -	50	Commodore Sir Peter Parker. Captain J. Morris.
Experiment, - -	50	——— Scott.
Solebay, - -	28	——— John Symonds.
Actæon, - -	28	——— Christopher Atkins.
Active, - -	28	——— William Williams.
Syren, - -	28	——— Furneaux.
Sphynx - -	20	——— Anthony Hunt.
Ranger (A. S.) -	22	——— Roger Willis.
Friendship (A. S.) -	12	——— Charles Hope.
Thunder, bomb, -	8	——— James Reid.
Carcass, do. -	8	——— T. Dring.

Vide SCHOMBERG.

an hour after ten, I made the signal to weigh; and about a quarter after eleven, the Bristol, Experiment, Active, and Solebay, brought up against the fort. The Thunder bomb, covered by the Friendship armed vessel, brought the salient angle of the east bastion to bear N. W. by N., and Colonel James (who has, ever since our arrival, been very anxious to give the best assistance) threw several shells, a little before, and during the engagement, in a very good direction. The Sphynx, Actæon, and Syren, were to have been to the westward, to prevent fire-ships or other vessels from annoying the ships engaged, to enfilade the works, and, if the rebels should be driven from them, to cut off their retreat, if possible. This last service was not performed, owing to the ignorance of the pilot, who run the three frigates aground. The Sphynx and Syren got off in a few hours, but the Actæon remained fast till the next morning, when the Captain and Officers thought proper to scuttle and set her on fire. I ordered a Court Martial on the Captain, Officers, and Company, and they have been honourably acquitted. Captain Hope made his armed ship as useful as he could on the occasion, and he merits every thing that can be said in his favour. During the time of our being abreast of the fort, which was near ten hours, a brisk fire was kept up by the ships, with intervals; and we had the satisfaction, after being engaged two hours, to oblige the rebels to slacken their fire very much. We drove large parties several times out of the fort, which were replaced by others from the main. About half an hour after three, a considerable reinforcement from Mount Pleasant hung a man on a tree at the back of the fort, and we imagine that the same party ran away about an hour after, for the fort was then totally silenced, and evacuated for near an hour and a half; but the rebels finding that our army could not take possession, about six o'clock a considerable body of people re-entered the fort, and renewed the firing from two or three guns; the rest being, I suppose, dismounted. About nine o'clock, it being very dark, great part of our ammunition expended, the people fatigued, the tide of ebb almost done, no prospect from the eastward, and no possibility of our being of any further service, I ordered the ships to withdraw to their former moorings. Their Lordships will see plainly by this account, that if the troops could have co-operated on this attack, his Majesty would have been in possession of Sullivan's Island. But I must beg here to be fully understood, lest it should be imagined that I mean to throw the most distant reflection on our army; I should not discharge my conscience, were I not to acknowledge, that such was my opinion of his Majesty's troops, from the General down to the private Soldier, that after I had been engaged some hours, and perceived that the troops had not got a footing on the north end of Sullivan's Island, I was perfectly satisfied that the landing was impracticable, and that the attempt would have been the destruction of many brave men, without the least probability of success; and this, I am certain, will appear to be the case, when General Clinton represents his situation. The Bristol had 40 men killed, and 71 wounded; the Experiment, 23 killed, and 56 wounded, and both of them suffered much in their hulls, masts, and rigging; the Active had Lieutenant Pike killed, and six men wounded; and the Solebay, eight men wounded. Not one man who was quartered at the beginning of the action on the Bristol's quarter-deck, escaped being killed or wounded. Captain Morris lost his right arm, and received other wounds, and is since dead; the Master is wounded in his right arm, but will recover the use of it. I received several contusions at different times, but as none of them are on any part where the least danger can be apprehended, they are not worth mentioning. Lieutenants Caulfield, Molloy, and Nugent, were the Lieutenants of the Bristol in the action; they behaved so remarkably well, that it is impossible to say to whom the preference is due; and so indeed I may say of all the petty officers, ship's company, and volunteers. At the head of the latter I must place Lord William Campbell, who was so condescending as to accept of the direction of some guns on the lower gun-deck. His Lordship received a contusion on his left side, but I have the happiness to inform their Lordships that it has not proved of much consequence. Captain Scott, of the Experiment, lost his left arm, and is otherwise so much wounded, that I fear he will not recover. I cannot conclude this letter without remarking, that when it was known that we had many men too weak to come to quarters, almost all the seamen belonging to the transports offered their services with a truly British spirit, and a just sense of the cause we are engaged in. I accepted of upwards of 50 to supply the place of our sick. The Masters of many of the transports attended with their boats; but particular thanks are certainly due to Mr. Chambers, the Master of the Mercury.

After this action, a promotion of the Officers taking place, Mr. Nugent was made Second Lieutenant of the Bristol. Subsequently to the affair at Sullivan's Island, Sir Peter Parker repassed the bar, and sailed to New York, for the purpose of joining Lord Howe.

To facilitate the reduction of New York, a number of flat-boats, galleys, and *batteaux*, were employed, from which the troops under the command of Generals Howe, Clinton, and Lord Cornwallis, effected a landing; the ultimate result of which was, that the Americans were expelled from the town. In this service, Mr. Nugent was very actively engaged.

In December, Commodore Sir Peter Parker having shifted his flag to the Chatham, of fifty guns, proceeded with his squadron, accompanied by General Clinton and a body of land forces, to reduce Rhode Island, which was taken possession of without the loss of a man.

In April, 1777, Letters of Marque and Reprisal were granted against the Thirteen United Provinces of America; and, in the May following, Sir Peter Parker was promoted to the rank of Rear-Admiral.—Mr. Nugent, as we have before stated, continued with Sir Peter Parker, who remained at Rhode Island with his squadron, until his appointment to Jamaica, where he arrived on the 3d of March, 1778. Mr. Nugent was here made Master and Commander; and, soon after, was appointed Post Captain to the Pomona, of twenty-eight guns.

In the autumn of 1779, Sir Peter Parker, who had attained the rank of Vice-Admiral, and now commanded his Majesty's ships on the Jamaica station, was informed that the Spaniards had landed at St. George's Quay, which place they had plundered, treating the inhabitants with great cruelty; and that the bay men, on the Musquitto and bay of Honduras shores, were in great danger of an attack from them. To protect the settlement, Sir Peter dispatched the Porcupine sloop of war, commanded by Captain Pakenham, to co-operate with a detachment of troops sent by the Governor of Jamaica, under the command of Captain Dalrymple. About the same time, the Admiral also dispatched Commodore, the Hon. John Luttrell, with a small squadron*, of which the Pomona, Captain Nugent's ship, formed a part, for the purpose of intercepting some register ships, in the gulf of Dulce, and which were afterwards taken on the capture of Omoa.

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* The Charon, of 44 guns, Commodore Luttrell; Lowestoffe, 28, Captain Parker; Pomona, 28, Captain Nugent; and Racehorse, 10, Lieutenant Trott.

In this expedition, Captain Nugent was sent by Commodore Luttrell to procure pilots in the bay of Honduras, at St. George's Quay, with orders to leave the Pomona at anchor, at Quay Boquel, and to proceed in the Racehorse schooner. On anchoring as directed, Captain Nugent perceived a brig of fourteen guns at anchor, with English colours flying. He immediately put off in his barge, to proceed to the Quay, when, it being now dark, the barge was surrounded by a number of Spanish launches, and a schooner of eight guns, that had been concealed under the lee of the brig, which it now appeared had been taken and was aground. Having secured the barge, in which was Captain Nugent, the launches proceeded to board the Racehorse; which, however, having been alarmed by their firing at the barge, gave them so warm a reception, that four of them were sunk, and the remainder, with the eight-gun schooner, obliged to sheer off with great slaughter. Lieutenant Trott then returned to Quay Boquel, to alarm the Pomona. In the mean time, Captain Nugent, with his barge's crew, was put into confinement, with a guard placed over him. After having been stripped to his shirt, and subjected to every indignity, he was taken on shore, where there was a platform, with a guard before it; and it subsequently appeared, that the Governor of Bacular, a town of the province of Yucatan, who headed the expedition against the logwood cutters at the town of Quay Casine, had given orders to execute all who made resistance. From this fate, Captain Nugent with difficulty escaped, by explaining, that he was a Captain of a British frigate. Of this they were convinced, by taking from his coat, of which he had been stripped, some orders from Commodore Luttrell. Captain Nugent was then handcuffed and blindfolded, and conveyed in a canoe alongside of the eight-gun schooner, on board of which was the Commander of the expedition. He was then examined by some person who spoke English; and, the Commander being satisfied, he was re-conducted on shore, and confined with the rest of the crew; and the Purser of the Pomona, who had accompanied him. There was a great number of wounded men, both in the schooner and in the boats, as Captain Nugent distinctly heard their cries when alongside of the former. Of this, too, he was afterwards assured by the inhabitants of the town. In the morning, soon after sun-rise, he was told by one of the towns people, that the Spaniards were retiring in great consternation; on which Captain Nugent, with his barge's crew, then broke out of prison. They found a number of the inhabitants collected together, many of them armed, and the Spanish launches making the best of their way from the island. In such haste were they to get off, that they suffered several of their men to be taken prisoners, although one or two of their boats were just putting off from the shore, and the Pomona, which was coming from Quay Boquel, was at least three leagues off.

Captain Nugent then launched the barge, which had been left half full of water, and retook the brig, which was on shore with two or three men on board at the entrance of the harbour. Captain Nugent got on board of the Pomona just as she was coming to an anchor. He was obliged to return as soon as possible to Glover's Reef, the rendezvous appointed by Commodore Luttrell, with the pilots which he had been directed to obtain; but, before he went, he fitted out the fourteen-gun brig found at the Quay, and left a Mate and ten men in her, with arms and ammunition for several more, that she might be completed in her crew by the inhabitants of the town, for whose protection she was left, in case of the return of the Spaniards. By this means, most of the negroes, from the settlements up the rivers Belez, Sherboon, and the New River, and as much of the property of the inhabitants as could be collected together, were embarked in the different craft in the Settlement, and transported to the Island of Rattan, where they settled during the continuance of the war. Three hundred of these Bay men were assembled at that island, and served at the capture of Omoa, where they rendered essential service, both during the siege and at the storm.

In order that the whole of this interesting business may be more completely understood, we present the following official dispatches respecting it:—

WHITEHALL, DEC. 18, 1779.

Extract of a Letter from Captain Dalrymple, Commander of the Loyal Irish Volunteers, to the Right Honourable Lord George Germaine, One of his Majesty's Principal Secretaries of State, received Yesterday by Lieut. Garden, of the 60th Regiment.

St. Fernando de Omoa, Oct. 21, 1779.

Your Lordship would be informed, that General Dalling had dispatched me to the Musquitto shore to collect a force, and that he had also sent arms, artillery, and ammunition, for St. George's Quay, being the principal settlement of the Bay men.

On the 27th of September, the day of our arrival at Black River, on the Musquitto shore, an advice-boat came up from the Bay, with certain intelligence, that the Spaniards had, on the 15th of September, taken possession of St. George's Quay, having a number of armed petitaguas, and about 600 men. On this notice, having collected sixty Indians, and enlisted some volunteers on the shore, we sailed in the Porcupine sloop of war with three transports, for the relief and re-establishment of the Bay men. On the evening of our departure from Black River, we fell in with Commodore Luttrell, in the Charon, accompanied by the Lowestoffe and Pomona frigates, when we were informed that St. George's Quay had been retaken by his Majesty's armed schooner Racehorse, and that the remaining inhabitants, with their slaves, had retired to Truxillo and Rattan. I intended to have consulted the Bay men on resettling Honduras, when I was informed that his Majesty's ships had been at the Gulph of Dulce, and not finding the register-ships there, had proceeded to St. Fernando de Omoa, where they discovered them: that they had entered the Bay, where some shot were exchanged between them and the fort; but not having a sufficient land-force to attack on shore, they were obliged to leave it. Judging this a happy opportunity of adding lustre to his Majesty's arms, I waited upon Commodore Luttrell, and offered to attack on the land side with the Indians and the detachment of the Loyal Irish, if he would reinforce me with the marines and musketry-men from the ships. The Commodore agreeing in opinion that the fort might be taken by attacking by sea and land at the same time, it was accordingly determined on, and Truxillo was appointed as the rendezvous to collect the Bay men, with their slaves; where we met some people from the Musquitto shore, who had been on an expedition against the register-ships. The Commodore immediately had the Bay men collected, as I suggested it, who were dispersed about the islands of Rattan and Bonaccoa; they were formed by me into four companies, being invested with powers by General Dalling for that purpose: the slaves I officered by their proprietors. With this reinforcement of 250 men, added to the Loyal Irish, marine musketrymen from the ships, and Indians, our force amounted to upwards of 500 men. The Commodore having got in readiness, at my request, scaling-ladders, issued out 200 stand of arms, exclusive of seventy stand issued by me of the regimental arms, and 150 sent down by General Dalling, which were intended for the Bay. We sailed from the Bay of Truxillo on the 10th instant, and landed on the 16th about eight o'clock at night, at Porto Cavallo. We were informed by our guides, that Porto Omoa was only three leagues distant, and our intention was to have marched directly on, in the night, to surprise and escalade the fort; but the distance proving greater than was imagined, and the roads very bad which they passed, such as I may venture to affirm no European troops ever marched before in this climate, being obliged at times to walk (on account of impenetrable mangroves), out into the sea, which damaged their cartouches; and at other times through lagoons, morasses, and narrow footpaths, over mountains rendered almost impassable from the late rains, having precipices on each side, and forced to grope our way by lights made from cabbage-trees. We were not arrived within two leagues of the fort at day break, having lost our rear, some lying down through fatigue, and others losing the line of march, from the darkness of the night, and the difficulty of keeping up in paths only passable by Indians. In the morning the rear line was brought up by Captain Cardan, of the 60th regiment of foot; and having refreshed the troops for two hours, we proceeded again through passes and defiles, the same as in the night before, the Indians skirmishing along the paths. We had taken two look-outs, from which some of the soldiers escaped, and carried intelligence that an enemy was advancing; and as they had seen our squadron the night before, and the Musquitto crafts, imagined that Indians (only), landed from them, were the enemy on shore, not thinking that Europeans would undertake such a march; and in order to favour this deception, the Indians were advanced in front, and dislodged them from their look-outs, which prevented them from occupying the defiles and passes, until we arrived near the town, where they had placed an ambuscade. The Indians, who are extremely sharp as scouts, perceived them: they represented that the Spaniards were drawn up in force. A disposition of attack was immediately framed for the Loyal Irish and marines to force the pass in front in column, and to advance rapidly with the grenadiers' march, supported by the second line drawn up: and the Pomona's musketry-men, of the first line, were detached to gain a hill on the left, covered with woods, which commanded the pass. These orders being instantly executed, the defile was forced. We received a scattering ill-directed fire from fifty or sixty Spaniards, which killed one soldier only of the Loyal Irish, and wounded a marine; and so great was their panic, that they fled on all quarters to the fort, woods, and town, evacuating the Governor's house, built with battlements, and terrassed on the top; a post which, if defended by twenty British regulars, would have stopped our whole force. The gaining this hill, and that which the Pomona's men had ascended, gave the entire view of the fort, commanding it and the town in the bottom, the fort distant half a mile, and the town close under the hill. The skirmishing continued from the town, and galled us a little. Being unwilling to set fire to it, I desisted upwards of an hour; but finding that I could not permit an enemy on my flank, the town forming a crescent under the hill, orders were given for its being consumed, which were carried into execution, the inhabitants flying to the fort and the woods. The property consumed in the town was estimated at 100,000 piastres. The squadron came into the Bay while the town was in flames, and supposing it a proper time to batter the fort, went in abreast of it. A diversion was made by the land-forces in their favour from the hill. The scaling-ladders were carried by the Honduras fusileers; but their eagerness to engage in skirmishing made them drop the ladders, and hasten to get up to the head of the column, which prevented the land-forces from co-operating with the squadron (by storming), so heartily that day as could have been wished. The Lowestoffe having got aground, and the other ships, as I imagined, observing the signal was displayed that the land forces could not co-operate, desisted firing. The Lowestoffe was much wounded, but got off.

The day following we passed in skirmishing, in securing the roads round the fort, and driving in cattle for the land-forces. On the 18th, the squadron landed some guns to the westward: two four-pounders were got up that night, and a battery was immediately opened on them.

This battery incommoded them much, but never could have made any impression on the walls of the parapet, as they were eighteen feet thick.

The Spaniards pointed that evening three guns more towards the land side, and in the morning dismounted one of our's. Observing there were some houses near the fort which the Spaniards had neglected to burn, parties of marines, Bay men, and Indians, occupied them, and kept up so incessant a fire on the embrazures of the fort, that the Spaniards' fire from the guns was often silenced for hours, and we observed them throwing over the dead. This day six guns more were got up by the seamen and Bay men, one of which General Dalling had sent for the Bay men, three others being swamped coming on shore. Captain Cardan opened a battery of four six-pounders, from the hill which the Pomona's men had gained in the first skirmish at the defile, which also commanded the fort.

Foreseeing that by a siege of this nature, before approaches could be made in a regular way, and a breach effected, a vast train of artillery would be required, and a length of time, after which we would be obliged to storm, having also the enemy in our rear all round, and having maturely weighed all these circumstances, and the disadvantage inevitably attending a siege, it was therefore determined to escalade the fort, as the ditch was found to be dry; and having consulted with the Commodore on the mode of attack, it was resolved that the Pomona should be towed close in, the heavier ships co-operating. The attack being determined on, the Europeans were formed in four columns in line; four men advanced with guides at the head of each column; in each column followed eight men, carrying the ladders, who were followed by a few hand-grenade men. Two columns consisted of seamen, and two of marines, with a few Loyal Irish. At three in the morning the disposition being made, and our force consisting of 150, we moved down the hill, and lay there waiting for the signal of the Charon, which was to denote she had got under weigh, and would attack in twenty minutes. The signal being made a little after four o'clock in the morning of the 20th, we advanced under fire of our own batteries, and were encouraged by observing that the Spaniards did not perceive our march, by the direction of their shot over us, pointed at our batteries on the hills.

The Pomona, and fleet also, attracted their notice by the fire from the sea-side. By this fortunate co-operation in profound silence, arms trailed, and in order to animate the troops, the parole was changed to *Bayònette*, and the counter-sign *Britons strike home*. We advanced undiscovered under the Spanish sentries, who were every two or three minutes passing the word *alerto*. At the entrance into the ditch were two guns, pointed from the flank of the bastion to scour it. We were perceived by their sentries, and their drum beat to the alarm-posts. Our columns were staggered, and stept back; but instantly recovering themselves, they advanced to the wall, in height twenty-eight feet, on which was a battery of five guns. They reared one ladder, a second, and a third. The first ladder was broke by the flank guns of another bastion, killing a Midshipman, and badly wounding five men; the other two ladders were also wounded, but not broke. Two seamen got up first by one ladder, and obeyed their orders in not firing; they presented at sixty Spaniards drawn up, but retained their fire until others ascended; and so great was the consternation of the enemy, that it seemed as if they had lost the power of their arms, although their Officers were at their head encouraging them.

The seamen scrambling up the ladders, down off the parapets they went, and being reinforced by marines and seamen, the Spaniards fled to the casements, but they could not recover their panic, notwithstanding every exertion of their Officers. About 100 Spaniards escaped over the walls on the opposite side, and out of a sally-port. The Governor and principal Officers then came and delivered up to me their swords, the garrison, and register-ships, with the keys of the fort, and saved their lives. Inclosed is a list of the Spanish Officers, with the troops of the garrison, also a list of our killed and wounded, which is very inconsiderable. We found eleven Spaniards wounded, some of which are since dead. They will not acknowledge the number they have lost, but it is thought it exceeds thirty.

As to the behaviour of the Officers and men under my command, the British displayed that bravery which is their known characteristic. The Bay men and Indians were also of the utmost service in all duties of fatigue, in skirmishing and dragging up the cannon.

Your Lordship will pardon my mentioning an instance of an elevated mind in a British tar, which amazed the Spaniards, and gave them a very high idea of English valour. Not contented with one cutlass, he had scrambled up the walls with two, and meeting a Spanish Officer without arms, who had been roused out of his sleep, had the generosity not to take any advantage, but presenting him one of his cutlasses, told him, "You are now on a footing with me *." The orders were not to spare while they resisted, but to grant quarter to all who requested it. Only two Spaniards were wounded by the bayonet by resisting, nor was any person pillaged or plundered.

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* The astonishment of the Officer, at such an act of generosity, and the facility with which a friendly parley took place, when he expected nothing else but (from the hostile appearance of his foe) to be cut to pieces, could only be rivalled by the admiration which his relating the story excited in his countrymen. From this circumstance being mentioned to Sir Peter Parker, at the return of the squadron, he appointed this intrepid fellow to be Boatswain of a sloop of war. A few years after, either in a fit of madness or intoxication, he forgot his situation, and struck the Lieutenant of the Ferret sloop of war, for which he was tried by a Court Martial, condemned to suffer death, and executed. *Vide* SCHOMBERG'S CHRONOLOGY, Vol. I. p. 476.

I have the pleasure to inform your Lordship, that the greatest harmony subsisted between the sea and land-forces during the whole of this expedition; and that Commodore Luttrell, and the Captains of the Navy, have on every occasion made the greatest exertions to forward the service on shore; and all underwent the most severe fatigue, in this hot climate, with uncommon alacrity.

Of this fortification your Lordship will judge of the importance, from the incredible expense the Crown of Spain has been at in erecting it, as the stone of which it is built is raised out of the sea, and brought twenty leagues.

The outworks are not finished notwithstanding they have employed constantly 1000 men at work for twenty years. It is the key to the Bay of Honduras, and where the register-ships and treasure are sent to from Guatimala in time of war. The morning of our arrival the treasure was conveyed into the country, so that what we have found in the military chest, and what belonged to the public, does not exceed 8000 piastres; but the register-ships must be very valuable, if they arrive in safety in England.

I send these dispatches, with the colours of Omoa, and also plans of the fortification, by Lieutenant Cardan, of the 60th regiment, whom I appointed to act as Captain of Artillery, and Engineer to this expedition, and humbly beg he may be permitted to lay them at his Majesty's feet.

Return of killed and wounded acting on Shore at the Siege and Attack of Fort St. Fernando de Omoa, October 20, 1779.

One Midshipman, three seaman, killed; seven seamen wounded.

One Subaltern, and four marines, wounded.

Loyal Irish.—One private killed.

Bay Fusileers.—One private wounded.

Musquitto Indians.—One killed, one wounded.

Total.—One Midshipman, five men, killed; one Subaltern, thirteen men, wounded.

Names of Officers killed and wounded.

Mr. Lloyd, Midshipman of the Lowestoffe, killed.

Second Lieutenant Wightman, of the Chatham division of marines, wounded.

(Signed) W. DALRYMPLE,
Commander in Chief of the Land Forces.

The following extract, which particularly relates to Captain Nugent, will be perused with much interest:—

ADMIRALTY-OFFICE, DEC. 18, 1779.

Captain Pakenham arrived at this Office yesterday Afternoon, with a Letter from the Honourable John Luttrell, Captain of his Majesty's Ship the Charon, to Mr. Stevens, dated at Omoa, the 27th of October, 1779, of which the following is an Extract:—

SIR, *Charon, in the Harbour of Omoa, October 27th,* 1779.

I am to request you will be pleased to acquaint their Lordships, that, in obedience to orders I received from Sir Peter Parker, I sailed from Port Royal early in the morning of the 8th of September last, and being joined in a few hours after by the Pomona, Lowestoffe, and Racehorse schooner, bore away for the Spanish main; which, however, I was not able to reach, owing to calms and baffling winds, until the 15th. The next day we got to Rattan; and being apprehensive that the enemy's register-ships might pass to windward, and along their own shore, in case I carried all the squadron towards George's Quay, I ordered Captain Nugent, who was well acquainted at that place, to take the Racehorse up to George's Quay, to procure as expeditiously as possible the most skilful pilots for Omoa and Gulph of Dulce. Having so done, he was directed to join his ship at Quay Boquel, then to repair to Glover's Reef, where I waited his arrival, having anchored the Charon and Lowestoffe there on the 19th instant. The Monday morning following, I had the mortification to learn, by a boat that had escaped from George's Quay, that it had been taken by the Spaniards five days, which made me very doubtful respecting the safety of Captain Nugent; but I was relieved from that anxiety a few hours afterwards by the Pomona and Racehorse schooner appearing in sight. Upon their joining me with the pilots, I bore away for the Gulph of Dulce, where we arrived in the evening of the 22d. There was no vessel of any nation to be seen in the Gulph. I therefore, attended by Captains Parker and Nugent, with the marines of the squadron, and a party of seamen in the boats, pushed up the river, and landed at the Spanish warehouses before twelve that night, but found them totally abandoned and empty, except the remains of a few provisions, which seemed to indicate that the people had not been long gone. On the 23d, in the morning, I lent a number of men from the ships to the Racehorse, and directed Lieutenant Trott to make the best of his way to Omoa, to reconnoitre the strength of the place, and to look for the ships that had sailed from Dulce, concluding that they would be found at that port. The next morning the Racehorse joined me at sea; from her I learned that the three ships were at anchor under the fort; two of them with all an end, and the third with her yards and top-masts struck; and that the fortification did not appear to be a very strong one. Elate at the information, I made sail for Omoa, and getting close off the port by twelve o'clock at night, would have persuaded the pilot to have carried us in, but he luckily refused; for the next day, when we came to approach the fortification, I found it was much too formidable an aspect to promise success by an attempt to force it; nor, indeed, would it have answered any good end, for the ships had all their yards and top-masts struck, and were lying up a creek, where we could not get at them, had we even silenced near forty pieces of cannon, which presented themselves to our view from the different batteries. The only hope, therefore, which remained of our being masters of those ships, arose from a chance that we might catch them off Cape Antonio before our cruise terminated, which, in the possibility of events, I thought might happen; and I was making the best of my way with the ships to that station, stopping only three or four days to complete my water in the Bay of Truxillo, and to learn a further state of the English inhabitants in the Bay of Honduras.

I have now the pleasure to inform you of the fortunate escape of Captain Nugent out of the hands of the Spaniards, and of the subsequent services performed by him at George's Quay, where he arrived in the Racehorse in the evening of the 19th, having left the Pomona as I directed, at Quay Boquel. Captain Nugent approached the shore in his boat, without the least suspicion that the Quay was in the hands of the enemy; but before he could land, the boat was attacked by a number of *batteaux*, and when taken possession of by the Spaniards, was nearly sinking, having received three shot through her, luckily without hurting any body; but Captain Nugent and his people were made prisoners; and when he got on shore, there was a parade for execution, such as a scaffold and a guard of soldiers; for it was understood to be the orders with which the Spaniards came to attack the settlement, that every body that was conquered, and had made resistance, should be put to death: but when they inquired, and found Captain Nugent, who had no arms in the boat, and did not resist, they contented themselves with blindfolding, stripping, and hand-cuffing him. He was confined, with his boat's crew, in a close prison. During their operations, a great number of *batteaux*, assisted by an armed schooner, attacked the Racehorse, and attempted to board her; but she was so gallantly and obstinately defended by Lieutenant Trott, his Officers, and people, that the Spaniards were repulsed with great slaughter. On board the Racehorse, two men only were killed, and three wounded. When the Racehorse had beaten off the Spaniards, she repaired immediately to bring up the Pomona from Quay Boquel; and as soon as the frigate appeared in sight, the Spaniards, to the amount of 500, took to their craft, and quitted the Quay with great precipitation, leaving Captain Nugent, his people, and the inhabitants, in close confinement, from which they released themselves; and Captain Nugent, in his boat, retook possession of a brig, which was aground, and the Spaniards had captured when they came into the harbour. This brig, at the solicitation of the inhabitants, who had furnished her with seamen, Captain Nugent armed, and sent to the river Belez, to cover the embarkation of the property there belonging to the English settlers, with directions that she should, after performing that service, repair in quest of the ships under my command, and in case of not meeting with us, make the best of their way to Jamaica. Thinking this information too incomplete to dispatch the Racehorse with to Jamaica, I directed Lieutenant Trott, as soon as he quitted Omoa, to go in quest of the brig to the river Belez, and afterwards to repair to George's Quay, and land the people who had served as pilots, and were desirous of being put on shore there; and after making such other enquiries as I thought necessary to direct him to do, I ordered her to join the squadron in the bay of Truxillo, where she arrived the 4th of October, and informed me that the brig armed by Captain Nugent had nearly collected the different settlers in the bay; that 70 of them were on board, and more than 200 under escort in small craft; and that he had directed them to Truxillo, in their way to Black River. They, however, did not appear while I was there; and the King's ships being wooded and watered, I put to sea with them, having directed Lieutenant Trott to give every assistance in his power towards forwarding the brig with the Bay men to Black River, on the Musquitto shore, if they arrived at Truxillo while he was taking in his water. The Pilots the Racehorse carried to George's Quay, finding no King's vessel there, or security for their persons, left it; and the inhabitants of every settlement we claimed in the Bay relinquished their property, not thinking it tenable against the superior numbers of the Spaniards, and were removing as fast as possible, some to Jamaica, but the major part of them to Black River, on the Musquitto shore. In this disagreeable situation were things in the Bay of Honduras, when I left it upon the 4th of October; but on the 7th, fortune changed her face upon us, and presented to our view the Porcupine sloop of war, having under her convoy a detachment of troops belonging to the Loyal Irish, and some Musquitto Indians, under the command of Capt. Commandant Dalrymple, who was as desirous as myself of making a land and sea attack upon the garrison of Omoa and the Spanish galleons: I therefore took immediate measures to secure the services of these people who had been driven from St. George's Quay, by making sail myself for Truxillo, and dispatching the frigates to Bonaccoa and Utilla, in quest of our vessels with the Bay men; Lieutenant Trott, of the Racehorse, I sent to Rattan on the same service. They all returned to me with expedition and success, bringing a reinforcement of 250 men. We forthwith set to work, made escalading ladders, fascines, sand-bags, and every other requisite in our power, for carrying on a siege: having settled the plan of attack, gave full instructions to the Captains and Officers who were to carry it into execution; and on the morning of the 10th of October, I sailed with the Lowestoffe, Pomona, Porcupine, Racehorse, three schooners, and a number of small craft, for Porto Cavallo Bay, and anchored the fleet there close in shore.

On the evening of the 16th, Captain Pakenham, to whom I entrusted the command of landing the troops, executed my orders in so officer-like and expeditious a manner, that the whole was formed and marched from the beach before eleven o'clock that night. From the intricacy of the roads, and other circumstances, our troops were prevented from making any great progress before the next morning, when they pushed forward with alacrity to gain the commanding ground on the Governor's house; and having driven away the Spaniards who contended for the possession of it, we occupied that very important post, but were so annoyed by the enemy's musketry from the town, as to compel our troops to set fire to it. In the midst of the flame I arrived off the harbour of Omoa; and the wind, I flattered myself, would have carried us close to the enemy's batteries. I therefore made the signal for the Lowestoffe to lead us to action; it was obeyed by Captain Parker with alacrity and spirit. When we opened the eastern point, the enemy began to fire at the Lowestoffe, Charon, Pomona, and Porcupine; but no shot were returned till their guns had so lulled the wind as to leave us little prospect of getting nearer to them; so that rather to cover ourselves from their aim by smoke, than to look for success from a distant cannonade, the Charon and Lowestoffe began to fire; the Pomona was not able to get within reach of her guns; and as soon as I had the power, I laid the ship's head to the offing; a breeze springing up soon after to the northward, I made the signal to tack, thinking we should certainly fetch where we wished to do; in this, however, we were disappointed, the wind baffling and forsaking us. The Lowestoffe ran ashore, and received a heavy fire from the enemy, but she paid off again; before our boats could get to their assistance, her hulls, masts, and yards were so much disabled as to oblige me to send her to anchor to leeward, and there to refit. The Charon's rudder was choaked by a shot, which filled the space between it and the sternpost with splinters; part of her wheel was shot away, and the mizen-mast badly wounded.

On the 18th, Captain Dalrymple being anxious for artillery being sent up to a battery he was constructing on Governor's Hill, I ordered the guns from the Porcupine to be landed; they were drawn up by the sailors through a heavy road, and up a steep ascent, to a spot where they did remarkable execution; but our time being precious, from various considerations, and the heat of the climate making this duty more fatiguing to our people, it was concluded on between Captain Dalrymple and myself, to attempt an escalade the following morning, and the King's ships to co-operate, by cannonading the wall against the sea.

I made the signal settled for the attack; I weighed anchor at three o'clock, the Pomona and Lowestoffe standing for the eastern, and the Charon for the western angle of the fort, which I began to cannonade; when Captain Dalrymple, in a most gallant and exemplary manner, stormed on the land side with the seamen and marines, and subdued the enemy with the loss of little blood. We took immediate possession of two register ships richly laden, which, with the cargoes of other vessels of less note, will amount to the sum of three millions of piastres or dollars.

The fort is an amazing pile of buildings; the greatest part of it is an admirable sort of stone; the remainder is brick. It has cost the Spaniards twenty-five years' labour, and the lives of thousands of their subjects. Since it has been taken, we are astonished, from the strength of it, that it was so easily vanquished. The Spanish Governor is very solicitous to ransom the fort, and has offered 300,000 dollars for it. The 250 quintals of quicksilver which came from Old Spain, and we have now taken, the Spaniards would have bought at any price, saying, they would give double its value, because they should have no other means to work any of the valuable mines in the province. Their reasons for wishing it determined me not to part with a single ounce of the quicksilver, nor would I consent to ransom the fort. The number of prisoners in the enemy's fort far exceeded the troops that stormed it, and whose undaunted behaviour has added so much lustre to the British arms. Their humanity has not been less conspicuous than their bravery; nor can there be a greater contrast than between the treatment received by the King's subjects at George's Quay, which surrendered at discretion, and the Spanish garrison of Omoa, though taken by storm; Captain Dalrymple's orders and my wishes have been punctually obeyed, even by the Musquitto men, and those of Honduras that received such ill treatment. Proper respect has been shewn to the Governor, Spanish Officers, soldiers, and inhabitants; neither clothes, watches, pocket money, or other effects have been taken from these prisoners. The ornaments of the church the captors have agreed to give back, if the Spanish Court does punctually comply with the agreement respecting the exchange of prisoners. The uniform bravery and good conduct of all the Officers and seamen under my command, may make it appear ungracious to mark particular people; but the services rendered by Captain Pakenham and Lieutenant Trott, call for my most earnest recommendation of them to their Lordships' favour. The former gentleman, who is the bearer of these dispatches, can give more perfect information respecting the reduction of this fort and settlement. Captain Nugent has exerted himself upon every point of duty in a distinguished manner. I am not particularly acquainted with the merits of individuals who served on shore, except that Commandant Dalrymple is entitled to infinite honour and praise for the gallant manner in which he led the troops to the escalade. Captain Cardan exhibited many proofs of his abilities as an engineer and a soldier. I must leave it with Captain-Commandant Dalrymple to give due praise to all those whose services on shore call for it: he will, I am sure, take notice of Lieutenant Wightman, of the marines, who was wounded under the enemy's walls, and of all those who have deserved it at his hands. I have the pleasure to assure their Lordships, that the most perfect harmony and co-operation have subsisted between the King's troops employed at sea and on shore. Such services as have been in my power to render my country, I trust will prove agreeable to his Majesty.

I am, Sir,
Your very humble servant,
JOHN LUTTRELL.

A Return of the killed and wounded on board his Majesty's Ships Charon, Lowestoffe, and Porcupine, in an Action against the Catholic King's Fort of St. Fernando de Omoa, on the 17th of October, 1779.

	Killed.	*Wounded.*
Charon, - -	1	6
Lowestoffe, - -	3	5
Porcupine, - -	1	0

A Return of the killed and wounded on board the Racehorse armed vessel, at George's Quay, in the Bay of Honduras, the 13th of Sept. 1779.

	Killed.	*Wounded.*
Racehorse, - -	2	3

Captain Nugent remained cruising on the Jamaica station until the year 1781. In the summer of 1782 he accompanied Sir Peter Parker to England, in his Majesty's ship the Pomona, who, at the end of July, arrived at Spithead in the Sandwich, with the Comte de Grasse, and several other French Officers of rank, who had been taken prisoners on the 12th of April.

It will be recollected that, at the close of 1782, negociations were commenced by the belligerent powers for the restoration of a general peace, which was ratified in the course of the succeeding year; consequently the naval services of our Officer were no longer requisite, and he was allowed a breathing time from the toils of war and the severe duties of his profession. Captain Nugent, however, did not remain wholly inactive; for, shortly after his return to England, he had the honour of obtaining a seat in Parliament. He was to have been returned for the borough of St. Mawes, in Cornwall; but in consequence of a family arrangement between the Marquis of Buckingham, then Lord Temple, and the late Earl of Nugent, he became the representative for the town of Buckingham, and a friend of the Marquis was returned by Lord Nugent for St. Mawes. This event took place, we believe, in the year 1783, and Captain Nugent remained in the House during the whole Parliament.

It is related of Addison, that, though the most eloquent writer of his age, he never but once attempted to deliver his sentiments in the Senate, and that, so great was his confusion at that moment, so wholly did his confidence desert him, that he was compelled to resume his seat without completing a sentence. We know not whether a similar diffidence operated on the feelings of Captain Nugent; but it is worthy of remark, that during the seven years in which he held a seat in the House of Commons, he never once publicly addressed the Speaker of that Assembly. It is worthy of remark also, that, with one exception, Captain Nugent uniformly voted with the Ministry of that day. The exception to which we allude, was at the time when the Duke of Richmond's system of fortifications was rejected by the House. Captain Nugent, however, was still in the *majority*; for, the votes of the Members being equal, the Speaker was necessitated to decide the question, which he did, by declaring against the system. Our Officer's motive for this dereliction, we presume to have originated in his thinking, as we believe every honest tar does think, that the grand defence of our country is in its marine, and that an extensive system of fortifications would tend to a neglect of that important object. It is possible, too, that he might consider the measure to be contrary to the spirit of the constitution, as requiring a large standing army, and employing too great a portion of the force of the country in its defence.

We believe Captain Nugent remained unemployed till 1793, when the late war was commenced against the French Republic. On the 26th of December, in that year, Vice-Admiral Sir John Jervis sailed from Spithead, in the Boyne, of 98 guns, with a squadron of ships of war, having under his convoy a fleet of transports, with troops on board, commanded by General Sir Charles Grey, and destined for the West Indies. Captain Nugent sailed with this squadron, in the Veteran, a sixty-four gun ship. After a passage of nearly six weeks, the squadron arrived at Carlisle Bay, Barbadoes, whence they obtained a considerable reinforcement, and on the 3d of February 1794, proceeded to the attack of Martinico. Before the 16th of March, the whole island, excepting Forts Bourbon and Royal, was in possession of the English; and, it being determined to attempt the town and Fort Royal by assault, scaling ladders were prepared, and the Asia * and Zebra † were appointed to hold themselves in readiness "to enter the careenage, in order to batter the fort and to cover the flat boats, barges, and pinnaces under the command of Commodore Thompson, supported

* Of 64 guns, commanded by Captain Brown.

† Of 16 guns, commanded by Captain Faulkner.

by Captains Nugent and Riou, while the grenadiers and light infantry from the camp at Sourierre, advanced with field-pieces along the side of the hill under Fort Bourbon, towards the bridge, over the canal, at the back of Fort Royal *." The result of this plan, which was successful in every part, excepting that of the Asia getting into her station, will be seen by the following official letter from Commodore Thompson to Vice-Admiral Sir J. Jervis:—

SIR, *Fort Royal, March* 20, 1794.

I HAVE the pleasure to acquaint you, that the only loss we have sustained in the capture of Fort Royal, is the pilot of the Zebra killed, and four seamen belonging to the same wounded. So soon as I perceived she could fetch in, I gave orders to Captains Nugent and Riou, who commanded the flat-boats, which, with the men embarked in them, were laying upon their oars, to push in and mount the walls; when every exertion was made, and the boats seemed to fly towards the forts. Captain Faulkner, in the mean time, in a most spirited and gallant manner entered the harbour through the fire of all their batteries, and laid his sloop alongside the walls, there being deep water close to them; when the enemy, terrified at his audacity, the flat boats full of seamen pulling towards them, and the appearance of the troops from all quarters, struck their colours to the Zebra. A well-directed and steady fire from the gun-boats under Lieutenant Bowen, as also from our batteries, was of great service. The alacrity and steadiness of the Officers and seamen in general, under my command, was such, that I had not the least doubt of success against the whole force of the enemy, had they disputed our entrance.

The fort is full of ammunition and stores of all sorts; but the buildings are in a miserable condition, from the effects of our bombs, the gun boats, and batteries.

I have the honour to be, &c.

Vice-Admiral Sir John Jervis, K. B. C. THOMPSON.
Commander in Chief, &c.

M. Rochambeau, who commanded in Fort Bourbon, having witnessed the success of the British arms at Fort Royal, sent out his aid-de-camp with a flag, offering to surrender on capitulation. Had this not been the case, however, the place must immediately have fallen by storm. Captain Faulkner, we believe, was the first person on the walls, and Captain Nugent the second. The Lieutenant of the latter hauled down the hostile colours; and during the negociation, Captain Nugent held the command of the fort. The terms of surrender were adjusted on the 22d, and on the following day Captain Nugent, in conjunction with General Whyte, had the honour of hoisting the English colours, when the name of Fort Bourbon was changed to that of Fort George.

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* *Vide* Sir J. Jervis's Dispatches on the occasion.

The whole of the loss sustained by the British Navy at Martinico amounted only to fifteen killed and thirty-two wounded.

To the reduction of Martinico immediately succeeded the capture of St. Lucia, without the loss of a single man.

The naval and military Commanders having left a sufficient number of troops for the protection of St. Lucia, returned thence to Fort Royal Bay, where they arrived on the evening of the 5th of April. On the morning of the 8th of the same month, Sir John Jervis, with the squadron, troops, &c. sailed to the reduction of Guadaloupe. For a clear and spirited detail of the particulars of this expedition, we must refer our readers to the following extract from Sir Charles Grey's dispatch to the Secretary of State, dated Point à Petre, April 12, 1794; briefly observing, that in the very desperate and hazardous service of carrying Fort Fleur d'Epée by storm, Captain Nugent, who, with Captain Faulkner, commanded a battalion of seamen, very eminently distinguished himself:—

IN my dispatch of the 4th instant, I had the honour to acquaint you with the success of his Majesty's arms in the conquest of the island of St. Lucia. Having left Sir C. Gordon to command in that island, I re-embarked the same day, and returned to Martinique the 5th instant, where we shifted the troops from the King's ships to the transports, took on board during the 6th and 7th, heavy ordnance and stores, provisions, &c. I sailed again in the morning of the 8th following. The Admiral detaching Captain Rogers with the Quebec, Captain Faulkner, with the Blanche; Captain Incledon, with the Ceres; and Captain Scott, with the Rose, to attack the small island called the Saints, which they executed with infinite gallantry and good conduct. Having landed part of the seamen and marines, and carried them in the morning without loss, the Boyne, in which I sailed with the Admiral, and the Veteran, Captain Nugent, anchored off this place about noon, the 10th instant, and some more of the fleet, in the course of the afternoon; but a fresh wind and lee-current prevented most of the transports from getting in till yesterday, and some of them till this day. Without waiting, however, the arrival of all the troops, I made a landing at Grosier Bay at one o'clock in the morning of the 11th instant, under the fire of Fort Grosier and Fort Fleur d'Epée, with part of the first and second battalion of grenadiers, one company of the 43d regiment, and 500 seamen and marines detached by the Admiral, under the command of Captain George Grey, of the Boyne; the whole under the command of that able and vigilant Officer Colonel Symms, who had infinite merit in the execution of it; and the landing was covered by Lord Garlies, in the Winchelsea, his Lordship having, with infinite judgment and intrepidity, placed his ship so well, and laid it so close to the batteries, that they could not stand to their guns, which were soon silenced. In effecting this essential service Lord Garlies was slightly wounded, and we did not suffer materially in any other respect. Some more of the troops arrived, and perceiving the enemy in considerable force and number at the strong situation of Fort Fleur d'Epée, I determined that no time should be lost in attacking them, and carried those posts by them at five o'clock this morning, under a heavy fire of cannon and musketry, although they were found infinitely strong, and changed the name of Fort d'Epée to Fort Prince of Wales; our troops being ordered, which was strictly obeyed, not to fire, but to execute every thing with the bayonet, having previously made the following disposition:—The first division, under the command of his Royal Highness Prince Edward, consisting of the first and second battalion of grenadiers, and 100 of the naval battalion, to attack the Port in Morne Marigot. The second division, commanded by Major-General Dundas, consisting of the 1st and second battalion of light infantry, and 100 of the naval battalion, to attack the fort of Fleur d'Epée in the rear, and to cut off its communication with Fort Louis and Point à Petre. The third, commanded by Colonel Symms, consisting of the third battalion of grenadiers, and the third battalion of light infantry, and the remainder of the naval battalion, to proceed by the road on the sea-side, and to co-operate with Major-General Dundas. The detachments of the naval battalion, who were of the most essential service in those brilliant actions, were very ably commanded by Captains Nugent and Faulkner. The signal for the whole to commence the attack, was a gun from the Boyne, by the Admiral, at five o'clock this morning. The several divisions having marched earlier, according to the distance they had to go, to be ready to combine and commence the attack at the same instant; and this service was perfected with much exactitude, superior ability, spirit, and good conduct, by the Officers who severally commanded these divisions, and every Officer and soldier under them, as to do them more honour than I can find words to convey an adequate idea of, or to express the high sense I entertain of their extraordinary merit on this occasion. The success we have already had, put us in possession of Grand Terre, and we shall use our utmost exertions to get in possession of Basse Terre; also, with all possible expedition to complete the conquest of this island. The return of the killed and wounded, and also a return of the killed and wounded, and prisoners taken of the enemy, are transmitted herewith. The Commanding Officer of the Artillery has not brought the return of ordnance and ordnance stores taken, but they shall be transmitted by the next opportunity.

In this affair, the loss sustained by the English Army amounted to fifteen killed and forty-five wounded; by the Navy, two Midshipmen and eleven seamen wounded. The loss of the enemy was sixty-seven killed, fifty-five wounded, and a hundred and ten prisoners.

The surrender of Basse Terre, by capitulation, comprehending the whole island of Guadaloupe, with its dependencies, immediately followed this successful achievement.

Captain Nugent was sent home with the dispatches, announcing the above event. He arrived in London on the 20th of May. In the letter from Sir John Jervis, of which he was the bearer, he is thus mentioned:—

"Captain Nugent, who carries this dispatch, will recite many parts of the detail, which, in the various operations I had to concert, have escaped my memory. He served with the naval battalions at Martinique, St. Lucia, and in this island, and was present at many of the most important strokes."

Some time after Captain Nugent's return home, Captain Pakenham being extremely ill, and supposed to be dying, at

Bath, he was appointed to his ship, the Gibraltar, of 80 guns; but about a fortnight after, to Captain Nugent's great surprise, Capt. Pakenham came on board, perfectly well, and resumed the command.

During the suspension, and previously to the trial of Captain Molloy, in the spring of 1795, Captain Nugent commanded his ship, the Cæsar, of 80 guns; after which, he was appointed to the Pompée, another eighty gun ship, which had been taken from the French at Toulon.

He proceeded with the Pompée to Spithead; but after he had seen her completely fitted, and after the Court-Martial on Captain Molloy had terminated, the First Lieutenant of the Cæsar, in compliance with the wishes of her crew, waited upon Captain Nugent, and solicited him to apply for the command of that ship. A stronger proof than this, of high respect and esteem for an Officer, can scarcely be given—a respect and esteem which Captain Nugent's conciliating conduct has ever entitled him to, and which he still holds in the service in an unabated degree. The flattering request was acceded to; Captain Nugent resigned the Pompée, and obtained the Cæsar, in which ship he continued to be constantly employed in the Channel Fleet, until he received his flag, as Rear-Admiral of the Blue.

During this time Captain Nugent sailed in a detachment under Admiral Cornwallis, to block up the French squadron under the command of Richery, in the harbour of Calais.

On the 8th of October, 1796, Spain declared war against Great Britain; and in the December following, Captain Nugent accompanied Rear-Admiral Sir Roger Curtis, with a cruising squadron, to the westward, in quest of the French Admiral Richery, who was then supposed to be returning from Newfoundland. In this cruise, Captain Nugent bore a distinguishing pendant in the Cæsar.

We now draw to the close of our Officer's professional services, as far as they have yet extended.

On the 20th of February 1797, Captain Nugent was promoted to the rank of Rear-Admiral of the Blue Squadron;

on the 14th of February 1799, he was made Rear-Admiral of the Red; and on the 1st of January 1801, he was still farther promoted to the rank which he now holds, that of Vice-Admiral of the Blue Squadron.

Vice-Admiral Nugent has not yet been employed since the commencement of hostilities against France; but when the hour of danger shall demand his services, we doubt not of his being found ready and willing to direct the naval force of our country to that victory which is almost uniformly the meed of British valour.

NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

EXTRAORDINARY SEA FIGHT.

ABOUT the year 1683, the Captain Pacha of the Porte, with a whole Turkish fleet under his command, on a visit to Cairo and other ports, for the purpose of convoying the vessels laden at those places for Constantinople, met with two English ships, the Hector, and William and Ralph, lading corn in the Gulph of Mola. Corn being a prohibited commodity, and not to be transported, under penalty of forfeiting ship, cargo, and the liberty of the men, the Pacha was invited, by the prospect of such a booty, to command the seizure of these vessels, which, as they were but two, it was not questioned but they would yield at the first summons; but in this the Turk was mistaken; he had to deal with people who knew their situation, who were unused to fear, and who were resolved to make the infidels pay as dearly as possible for the property, liberty, and lives of Britons. Immediately the English ships cut their cables and stood out to sea, where they were attacked by the whole Ottoman fleet, being sometimes boarded by one and then by two gallies at once; yet, as they plied their guns with small shot, and made a gallant defence with their half-pikes, they often cleared their decks, and beat off the enemy with great slaughter. The Captain Pacha being ashamed that his whole fleet should meet with such opposition from such vessels, resolved to enter his men at the gun room ports of one of the ships, and running the prow of his own galley into the stern, the valiant English crew clapped an iron spike into the trunch-hole of the prow, by which the galley being wedged fast to the timbers of the ships, they brought their guns to bear aft, and charging them with cross-bars, pieces of iron, and cartridge shot, raked them fore and aft, killed the Captain Pacha himself and near 300 of his men. At length, having spent all their shot, they charged their guns with pieces of eight, but being overpowered by numbers of their enemies, and not able to make further resistance, after maintaining this unequal conflict for more than three hours, they set fire to their ships, which, blowing up, destroyed two or three gallies which lay alongside them, together with those men who were then fighting upon deck, hand to hand, with the defendants; so that none of these undaunted fellows were taken, but three or four that were picked up out of the sea. Thus ended this extraordinary action, the Turks gaining the victory with the loss of 300 slaves killed and wounded, besides the Captain Pacha and several other Officers of note killed, and 500 Turks slain or wounded. The gallies were forced into port, where they remained a full month to repair. This affair struck the Porte with amazement at the bravery, or obstinacy, as they called it, of the English; and it is a matter not altogether forgotten at Constantinople at this day.

ANECDOTE OF KING JOHN II. OF PORTUGAL.

The following anecdote is from Mr. CLARKE's *Progress of Maritime Discovery*.

From political motives, John II. of Portugal very carefully concealed the progress of his navigators on the western coast of Africa: he therefore on all occasions magnified the dangers of a *Guinea* Voyage; declaring that every quarter of the moon produced a tempest; that the inhospitable shores were covered with the most tremendous rocks; that the inhabitants were cannibals; and that no vessel, but those of particular construction which the Portuguese builders had invented, could live in those raging seas.—A Pilot who had often made the voyage, and was a better seaman than a politician, publicly maintained, in opposition to the King's opinion, that any other kind of ship would serve equally as well for the purpose, as the *Caravellas* of his Sovereign. John immediately sent for this unwary *Pilot*, and publicly reprimanded him for his ignorance. Some months afterwards, the same *Pilot* re-appeared at Court, and approaching the King, thus addressed him:—*Being of an obstinate disposition, may it please your Majesty, I resolved, notwithstanding what your Majesty asserted, to attempt the voyage to Guinea in a vessel different from those that are usually employed, and I now acknowledge that it is impossible.* The King could not refrain from smiling; he favoured *the Pilot* with a private audience, and giving him money, desired him to encourage the deception.

TELESCOPES.

B. ROCHON, a Frenchman, who invented, two years ago, a telescope of chrystal, which conveys to the eye a two-fold representation of the object observed, has lately made some experiments, from which it appears, that his invention is likely to become extremely useful to navigators, and of considerable service in warlike operations both by sea and land. His experiments having been repeated at St. Cloud before the First Consul, he ordered of Citizen Rochon several telescopes of his invention for the army and navy.

It might, perhaps, be worth the trouble and expense to procure one of these instruments, the manufacture of which could, of course, be brought to equal perfection in this country.

YELLOW FEVER.

AN American chymist, at New York, has announced a discovery, which he positively asserts to be the specific remedy for the yellow fever. It is rock-salt, to be chewed by the afflicted patient, and the *saliva* to be swallowed, and afterwards molasses to be taken in copious doses; the drink to be pure water. He denies that the infection of the yellow fever is contagious, or that it proceeds from the excess of *bile* in the habit. On the contrary, he maintains, that the defect of bile is a prevalent cause; and that the infection proceeds principally from the effects of *gas* arising from animal putrefaction, of which *gas* rock-salt is asserted to be the neutralizer.

NEW THERMOMETER.

DE LALANDE has presented to the French National Institute, a new thermometer, the degrees of which appear to him more conformable to physical laws, more natural, and more convenient than that of Reaumur. He places the cypher at nine degrees and a half, and substitutes thirty-one for twenty-six. He remarks that the numbers thirty and forty, are the degrees of heat in summer, and of cold in winter; thirty for moderate summers and mild winters; and forty for very hot summers and severe winters.

THE
THIRD REPORT OF THE COMMISSIONERS OF NAVAL INQUIRY.

[Continued from page 385.]

COOPER'S CONTRACT.

A CASE of gross fraud, committed under the contract for the performance of cooper's work, and for the supply of cooper's wares at his Majesty's yard at Woolwich, having been, by order of the

Right Honourable the Lords Commissioners of the Admiralty, laid before the Attorney-General, it was recommended by him to be communicated to us.

The nature of this fraud being fully set forth in the representations of the Navy Board, and the case being now under the consideration of the Law Officers of the Crown, to determine the mode of proceeding against the delinquents, we have not judged it necessary to employ our time in going more minutely into the inquiry.

On examining the certificates for goods delivered, containing the fraudulent charges, we discovered errors which it would be improper to pass without notice; we shall, therefore, make some observations on them, and then proceed to state the Frauds which have been detected.

The contract for cooper's wares to be delivered at Woolwich yards was held by Mr. William Gunton till the 25th of May 1745; upon his decease, a new contract was entered into with his widow; and upon her death, the contract was granted, on the 28th of February 1782, at an advance of thirty-five *per cent.* on the former prices, to Messrs. Young, Adams, and Corson, in trust for her orphans, Messrs. Michael and John Hedges, who took the contract into their own hands on the 2d June 1800.

On the 26th of August 1785, an arrangement was made by the Navy Board with all persons holding contracts under them, for abatements in their prices, on condition that the current discount which Navy Bills might appear to bear by Castaing's paper of the prices of Stock, should be added to the amount of their bills; the abatement settled with Messrs. Young, Adams, and Corson, was twenty *per cent.*

Other articles, not specified in the contract, were at different times required for the service of the yard; these, Messrs. Young, Adams, and Corson, engaged to supply, and the Navy Board issued their warrants to the Officers of the yard for their guidance in making out certificates for such articles.

In our report on the block contract, we stated the errors to which the certificates for goods delivered were liable, from the variety of advances and abatements directed by the warrants of the Navy Board. To confirm the observations there made, we insert a copy of a certificate for goods delivered, and work performed, under the contract for cooper's wares; and subjoin an account of the mistakes that appear in it.

Registered 30th of March, 1801. No. 3,365 extra.

Woolwich Yard; 27th March 1801.

THESE are to certify, That Messrs. Michael and John Hedges have delivered the provisions following into his Majesty's Stores here, between the 19th of September 1800 and 24th of March 1801, per contracts 8th of April 1745, and 28th of February 1802. Warrants 2d of June 1800, and 24th of March 1801.

Cooper's wares.

On account of the extra.

	No.	Quant.	Rate.			Value.			
			£.	*s.*	*d.*	*£.*	*s.*	*d.*	
Numb. of buoys 3d rate	11	-	0	13	10 each	7	12	2	
5th —	22	-	0	10	0	11	0	0	
6th —	15	-	0	9	0	6	15	0	
large sloops	33	-	0	8	0	13	14	0	
Buckets, single iron-bound	-	D N 47 8	0	9	0 doz.	21	9	0	
Iron hoops on ditto	1,716	-	0	0	4 each	28	12	0	
Puncheons	12	-	0	7	0	4	4	0	
Barrels bound wood-tight	2	-	0	3	6	0	7	0	
Rundlets with 4 iron hoops, 8 gallons	4	-	0	2	9	0	11	0	
6 —	18	-	0	2	0	1	16	0	
4 —	30	-	0	1	8	2	10	0	
Bearing tubs	12	-	0	5	6	3	6	0	
Hoops set on press barrels	5,460	-	0	0	3	68	5	0	
Smart hoops set on barrels	6,520	-	0	0	0½	13	11	8	
New heads made, put in press barrels	390	-	0	0	4½	7	6	3	
Press barrels cross-barred	390	-	0	0	1	1	12	6	*£. s. d.* 706 12 7
						192	1	7	
More at 35*l. per cent.*		-	-			67	4	6	
Warrant 3d of March 1791									
Stockholm barrels hooped	1,110	-	0	1	6 each	83	5	0	
Warrant 7th October 1795									
* Tar barrels trimmed and set to rights	3,006	-	0	0	9	112	14	6	
						455	5	7	
Abate 20*l. per cent.*	-	-	-			91	1	1	
						364	4	6	
Warrant 6th of March 1798									
Extra iron hoops on tar barrels	2,220	-	0	0	7 each	64	15	0	
Warrants 6th and 24th of Dec. 1798									
Add 10*l. per cent.* on 192*l.* 1*s.* 7*d.*	-	-	-			19	4	1	
Warrant 30th of August 1800									
Wood hoops on tar casks	5,376	-	0	0	2	44	16	0	
Warrant 2d of March 1801									
Tar barrels, watering, filling, and bunging	2,896	-	0	0	2	24	2	8	
Wood hoops on ditto	5,584	-	0	0	1	23	5	4	
Warrant 17th of June 1793	bdles.								
* Hoops, straight, for ships' quarters	950	-	0	3	6 bdle	166	5	0	
						706	12	7	

R. PERING,
Storekeeper.

J. JEFFERY,
Clerk of the Cheque.

The whole sum is seven hundred and six pounds twelve shillings and seven pence.

Indorsed as follows: Bill of Exchge 30th of June, 1801.

"The provisions mentioned herein, are good and fitting for his Majesty's Navy, and agreeably to contract and warrant, by which the same were received."

JOHN TOVERY, 28th March, 1801. Master Shipwright.

GEORGE GAINER, 30th March, 1801. Clerk of the Survey.

The warrant of the 17th of June 1793, expressly directs an abatement of twenty *per cent.* to be made from the prices of hoops straight for "ships' quarters." In the certificate, this article, amounting to

166*l.* 5*s.*, is charged without any abatement, by which there is a loss to the public of 33*l.* 5*s.*

The warrant of the 7th of October 1795, fixes a price for pitch and tar barrels trimmed and set to rights, without any mention of abatement; yet on this article, in the certificate, amounting to 112*l.* 14*s.* 6*d.* an abatement of twenty *per cent.* is made, by which there is a loss to the contractor of 22*l.* 10*s.* 10*d.*

The difference between these erroneous charges is 10*l.* 14*s.* 2*d.*, a loss to the public, in itself, of a trifling amount; but it furnishes an example of the confusion and error to which these complicated calculations are exposed, even where no improper motive, as in this instance, can be supposed to have operated, the errors being both for and against the contractor.

We have also entered the warrant * of the 6th of March 1798, fixing a price on extra iron hoops put on tar barrels, not because there is any mistake made in the charge of this article, but to show how differently this warrant, although similar in terms, has been acted upon from that of the 7th of October 1795, an abatement of twenty *per cent.* being made under the latter, whilst none is made under the former.

We have examined only four certificates for goods delivered under this contract, and three out of the four are made out erroneously; the other, in which there was an error of 31*l.* 11*s.* 4*d.* against the contractor, appears to have been corrected before it was passed into a bill at the Navy Office.

Having shewn the irregularities and errors to which the certificates are at present liable, we shall now state the frauds committed under this contract; which are so palpable, that without great inattention on the part of the Officers of the yard, they could not so long have been suffered to exist. To shew the enormity of them, we shall insert two statements, extracted from the Navy Board's letters to the Secretary of the Admiralty.

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* By the Principal Officers and Commissioners of his Majesty's Navy.

Messrs. Young, Adams, and Corson, having requested that directions may be given to you to allow them for extra iron hoops put on tar, pitch, and turpentine barrels; these are to direct and require you to make them out a certificate for what they have delivered into your store, at the rate of seven pence each.

For which this shall be your warrant. Dated at the Navy Office, 6th of March 1798.

To the
Respective Officers of his Majesty's
Yard at Woolwich.

C. HOPE.
GEO. ROGERS.
S. GAMBIER.

Statement taken from the Navy Board's Letter of the 17th of July 1802.

	£.	s.	d.
Charge made by Messrs. Michael and John Hedges, for Cooper's work at Woolwich yard, between the 12th of December 1801, and the 1st of May 1802	1,020	10	5
Amount of the work actually performed, and of the materials delivered - - - - - - - -	37	2	3
Difference	983	8	2

Statement taken from the Navy Board's Letter of the 4th of August 1802.

	£.	s.	d.
Total amount of bills made out to Messrs. Michael and John Hedges, for workmanship, between the 11th of March and the 11th of December 1801 - -	2,650	18	9
The amount of cooper's work performed during the same period, taken from the best information the Yard Officers have been able to collect - -	227	4	9
By which, the amount of the fraud, exclusive of the pending Bill before stated, amounts to	2,423	14	0

Had not these frauds, by mere accident, been discovered, it is impossible to say how long they might have continued; it is equally uncertain for what length of time they have been carried on: that they existed prior to the contracts being transferred by the Trustees to Messrs. Michael and John Hedges, is proved by the workmanship book of the yard, relating to hoops set on ships' masts; by which it appears, that the hoops charged to the

					Whole number requisite for such ships.
Amelia,	1st December	1798,	were	120	46
Chichester,	18th January	1799	—	120	20
Amazon,	6th April	1799	—	120	40
Severn,	13th April	1799	—	120	46
Inconstant,	30th November		—	240	40

A reference to the statement of Mr. Stephen Tadd*, Master Mast-maker, and of Mr. Joseph Baker, Master Rope-maker, will shew other instances of similar impositions, the whole proving the facility with which such frauds may be practised, the want of further

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* ACCOUNTS drawn out by the Master Mastmaker, of the number of wood hoops on ships' masts between the 11th of March 1800, and the 11th of December 1801; and the names of the ships whose masts are

certified to have been furnished with wood hoops, but, in fact, were not furnished with any.

An Account of the Number of Wood Hoops on the undermentioned Ships' Masts.

From the 11th of March to the 30th of August 1800.

		No. of Hoops.	Total.
Alliance	Main-mast	18	38
	Fore-mast	16	
	Mizen-mast	2	
	Bowsprit	2	
Pandour	Main mast	20	42
	Fore-mast	18	
	Mizen-mast	2	
	Bowsprit,	2	

From the 19th of September 1800, to the 24th of March 1801.

Princess Charlotte	Main-mast	18	36
	Fore mast	16	
	Mizen-mast	none	
	Bowsprit	2	

From the 31st of March to the 14th of July 1801.

Amaranthe	Main-mast	8	18
	Fore-mast	10	
	Mizen-mast	none	
	Bowsprit	none	

From the 7th of August to the 11th of December 1801.

Perseus	Main-mast	18	36
	Fore mast	14	
	Mizen-mast	2	
	Bowsprit	2	
		Total	170

STEPHEN TADD, Master Mastmaker.
JOB DAVIS, Quarterman in the mast-house.

An Account of the Ships' Names that had no Wood Hoops.

	No. charged by the Cooper.
Medusa	180
Abundance	180
La Prevoyante	180
William, storeship	160
Serapis	180
Empress Mary	180
Alarm	160
Plantagenet	190

Stephen Tadd, Master Mastmaker in his Majesty's dock-yard at Woolwich, and Job Davis, Quarterman in the mast-house of the said yard, say, That when the ships' masts are in a state of forwardness to be ready for receiving hoops upon them, he goes to the Master Shipwright's Office, and acquaints the clerk checks for their prevention, and the necessity of a more careful examination of the accounts; for although the employing a cooper in each of his Majesty's yards, as proposed by the Navy Board, may

the cooper is wanted; and in consequence thereof the cooper's man comes to the mast-house with a quantity of hoops, and seeing by the number of wooldings of rope round the different parts of the mast, how many hoops are wanted (one hoop being fixed above and another below each woolding), he performs the necessary work. That between the 11th of March 1800, and the 11th of December 1801, the whole number of hoops set on ships' masts in the said yard, by the contractors for coopers' work, has not amounted to more than 170, the particulars of which appear in a list signed by these deponents, who superintend the performance of the said work. And these deponents further say, that on the 26th of April 1800, an order was made by the Navy Board for the discontinuance of wooldings of rope, and wood hoops on ships' masts, and to use iron hoops in their stead, and that no wood hoops have been put on new masts since that period; but that when old masts have come to be repaired, they have sometimes, when wooldings have been on the masts, and scores cut in the masts to receive them, been under the necessity of replacing wood hoops on such old masts. That it appears by the contractor's accounts, that 1,410 wood hoops have, in the period above mentioned, been put on the several ships following; viz. Medusa, Abundance, la Prevoyante, William, Serapis, Empress Mary, Alarm, and Plantaganet, which charge these deponents allege to be false, as the masts of those several ships were iron-hooped, and the Prevoyante was in fact not masted at Woolwich, but merely took in a cargo there; that the several ships following; viz. Alliance, Pandour, Princess Charlotte, Amaranthe, and Perseus, were, in the period above mentioned, fitted with wood hoops, but that the number of such hoops amounted to no more than 170, as appears by the before-mentioned account. That not having taken an account of the work performed by the contractor, these deponents are not able to speak positively to the exact number in the whole; but knowing the number of masts refitted, and the divisions of the wooldings upon them, they are enabled to judge how many wood hoops are necessary; and calculating in this manner, they say, that supposing each of such masts to have required wholly new wood hoops, and to have been placed in the closest manner, the number necessary for that work could not have exceeded 230.

That such excess, if the latter number was used, but which is very improbable, must have taken place upon the Alliance, Pandour, and Princess Charlotte, for the Amaranthe and Perseus are now at Woolwich, and these deponents have examined the number of hoops on their masts, and find them to be eighteen to the Amaranthe, and thirty-six to the Perseus, for which two latter ships the contractor, as it appears, has charged as follows:—To the Amaranthe 180, and to the Perseus 160, which number of hoops could not by any possibility have been placed on the masts of those ships. These deponents further say, it is customary in other yards for the Storekeeper's clerk, before he gives the contractor a certificate of the work done, to require a certificate from the Master Mastmaker of the work performed; but at Woolwich the contractor's foreman never asked these deponents for any certificate. The hoops for masts were generally brought to Woolwich by the contractor's man (Havenden), in a wherry, forty or fifty at a time, which were generally more than were required for the service he came upon.

prevent a recurrence of the abuses of which we have been speaking, yet it can hardly be supposed that mere accident had discovered the only instances in which frauds of this nature have been committed.

The difficulty of establishing effectual means to prevent frauds and abuses, must necessarily be in proportion to the want of exertion in the superintending power; we, therefore, recommend, in order to draw the attention of the Officers more directly to the expense of the several yards, that they be ordered to make out and forward annually to the Navy Board, an abstract account of the yearly expense of their respective yards, made up to the 31st of December, under different heads: this account should, we think, contain the annual expense of the nine preceding years, by which the Officers would be led to make a comparison of the expenses; and if there should appear to be an increase on any article, would naturally consider and inquire whether there had existed any cause for such increase, or whether it had grown out of abuse.

To the amount of the certificates for goods delivered, made out at the several yards, we think the interest ought to be added, agreeable to the present mode of payment by ninety-day-bills, that the abstract accounts may embrace the whole amount of the expenses of each yard.

They further say, that they never had any conversation with Hedges concerning the hooping of masts; but the man has often asked them, why they would not put wood hoops round the iron ones? but they always forbade him to put any either to masts or bowsprits.

Mr. Joseph Baker, Master Ropemaker of his Majesty's yard at Woolwich, William Judd, first foreman, and Richard Penfold, second foreman of the same yard, say, That when the tar barrels in the rope-yard are emptied of the tar, many of them are applied to the purpose of serving as a weight in laying the different sizes of rope, and are called press barrels; that the contractor for cooper's work is employed in turning them into press barrels, which work is done by taking off the old and putting broader hoops on them; these barrels are then filled with clay, headed and cross-barred, and then placed on sledges, for the purpose of laying the cables; that great part of the contractor's charge in his accounts from the 11th of March 1800 to the 11th of December 1801, is for hooping, trimming, and setting to rights such press barrels; but the whole number of press barrels charged in such period to have been new headed, is 2,117, and heads taken out and put in, 423; together, 2,540 barrels, which charge they have no hesitation in declaring to be false, as they are certain that during the period above mentioned, the whole number of press barrels made in the rope-yard did not amount to 300. Mr. Sutton says, that the charge of 10,397 Stockholm barrels hooped, and 12,321 tar barrels trimmed, cannot possibly be just, as the whole number of barrels requiring the contractor's assistance in putting iron hoops on them amounted in that period to no more than 1,484.

By comparing at the Navy Office the expenses of the several yards with each other, such frauds as those practised under the contract for cooper's wares, would probably be discovered, and it would afford the Board an opportunity of seeing, at one view, the expenses classed under the different heads, at each of the yards; so that if any considerable increase, not borne out by the services performed, should appear, it would lead to inquiry, and probably to the detection of frauds.

CHAS. MORICE POLE, (*L. S.*)
EWAN LAW, (*L. S.*)
JOHN FORD, (*L. S.*)
HENRY NICHOLLS, (*L. S.*)

Office of Naval Inquiry,
No. 24, *Great George-street,*
13th June, 1803.

[*To be continued.*

PHILOSOPHICAL PAPERS.

Description of an Electric Eel of Surinam. By SAM. FAHLBERG, *in Stockholm.*

[*From* GILBERT'S *Annalen der Physik.*]

AT the beginning of the year 1797, Mr. Norderling, Justiciary in Stockholm, received an electric eel (*Gymnotus electricus,* L.) from the waters of Surinam. The fish was, while living, twenty-seven English inches in length, and about seven inches in circumference. It was in a vessel of about two feet in diameter, filled with fresh water every three days to the height of about half a yard. In this vessel it lived upwards of four months, tolerably easy, without shewing any marks of decay, until the last week of its life, when both its appetite and motion began to decrease. In the same proportion its electric force also decreased, and entirely ceased with its life, nor was any electricity observable at the dissection of the fish. This was rather singular, as during its life it was most richly gifted with electricity; unless that circumstance be accounted for on this principle, that there exists a material difference between the force and elasticity of the fibres of animals in full vigour, which are killed on a sudden, and of those which die a natural death. In an animal which dies in full vigour, and whose nerves are laid bare before the irritability and vital functions cease, as is always the case when Galvanic experiments or others of a similar description are made, the force and elasticity of the fibres still continue in a sufficient degree; while animals which approach their dissolution through the cessation of all natural functions, lose the elasticity of their fibres, and along with it all irritability, for which reason no elasticity has ever been observed in animals which died a natural death.

From the small size of the stomach of this fish, its hunger was soon satisfied; but as the digestion proceeded rapidly, it repeated its meals several times a day. Two or three small live fishes, about two inches long, were its favourite food; yet it disdained not other nourishment, consisting of boiled or raw meat, and fish. Living fishes it would generally approach with a stroke, the powerful effect of which was always commensurate to the size of the offering; and the eel was but seldom deceived in its judgment, since one stroke generally sufficed to overcome the resistance. Had hunger much sharpened its appetite, it would also sometimes apply a stroke to the fingers or the arm of the feeder.

In day time the fish was seldom quiet. Its time of rest was early in the morning, and then it kept near the surface of the water, probably in order to be able to raise its head for breathing without much trouble.

When in the water the fish was of a dark grey-blue colour, excepting the lower parts of the head and belly; the colour of which was light grey, with darker spots, irregularly scattered. When for any length of time it was taken out of its element for electrical experiments, the colour of its body changed somewhat to purple, with scattered black spots of unequal size.

The electric force of the fish, when in water, was apparently equal to a charge of Kleist's phial, with twenty-seven square inches coating, of 10° to 15°, according to Adam's quadrant electrometer, and was consequently sufficient to communicate the shock to several persons placed in a circle, and brought in contact either by their hands or conductors. Yet the shock was more powerful when the contact was effected by means of a brass wire, than when it was done by a chain; and most so when the fish was touched at the fins with a silver or brass conductor by the two persons standing at the end of the chain; the shock was weakest, if one of them touched the fish, and the other the water.

If the fish were touched with one hand only, it produced a shock equal to the effect of electricity remaining in a phial after the first discharge. The shock was somewhat stronger, if with one hand the neck of the fish was touched, and with the other its tail. The latter shock was preferred by those who visited the fish either from mere motives of curiosity, or in order to be cured of rheumatic complaints. As long as the fish remained in its element all endeavours to draw from it an electric spark proved fruitless.

If the fish were put into a copper vessel, the water of which was brought into connexion with a Leyden phial by means of a chain, it did not exhibit the least mark of uneasiness, while the machine was turned, although during this operation sparks could be drawn from the water by a conductor. It would generally keep itself quiet, during the experiment, in the middle of the water; but if it accidentally touched the chain at the moment of the discharge, or if there were a spark drawn from its head at the moment when the fish held it out of the water, a convulsive contraction of the whole body followed; I, therefore, ventured but seldom on this experiment, lest I should hurt or kill the fish.

When out of the water, the electric force of the fish was considerably greater, and nearly equal to a charge of the above-mentioned phial of 20° to 25°. This rendered the handling of the fish extremely unpleasant, especially as no kind of insulation, or any other method within my knowledge, was sufficient to shelter from the violent shock, him who intended to make experiments with the fish in this manner. During these experiments the electric light became also visible in the dark, when through the hands of two persons, or by means of other conductors, both extremities of a narrow piece of tinfoil, fastened to a glass, and separated by a small distance, were brought into contact with the fish. This discovery, for which we are indebted to Walsh [*], places the existence of electricity in the fish beyond a doubt.

The electric powers of the fish gradually decreased, probably on account of its confinement, perhaps also on account of its food, not fitted to support the electric matter. A short time before its death, it became necessary to irritate the fish in order to obtain electricity, which before it was very ready to communicate. Its appetite was, nevertheless, very good, and it was seemingly very well until a few days before its death.

Few animals, and no fish, that I know, possess in proportion to the size of their body, larger nerves than this eel. The great number of nerves connected with the elastic organ, deserve peculiar notice. The third and fourth pair, which may be truly called the electric part, proceed from the extremities of the cerebellum, where they join the dorsal pith. Another peculiar quality of the electricity of this fish is, that hitherto it has not been possible to observe any *attraction* or *repulsion*; this, however, may perhaps proceed from the circumstance, that bodies in which both electricities saturate each other, cannot manifest any sign of electricity, and that the equipoise of both in the fish is so perfectly restored after each shock, that their existence cannot be perceived without a new touch.

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[*] Journal de Physique, October 1776, p. 331.

DESCRIPTION OF PLATE CXL.

COBLENTZ, an ancient and handsome city of Germany, is situated at the confluence of the Rhine and Moselle, in longitude 7° 32′ east, and latitude 50° 24′ north. It is distant about fifty miles north from Treves, forming part of that Electorate, and is the usual residence of the Elector.

The city has been much improved of late, particularly in its fortifications, by drawing a line from one river to the other, after the most modern manner practised by engineers.

It is worthy of remark, that the Mareschal de Boufflers came before Coblentz in the month of November 1688, with 8000 French troops; but after bombarding it for some time, with very little effect, he retired without accomplishing its reduction.

NAVAL LITERATURE.

The Progress of Maritime Discovery, from the Earliest Period to the Close of the Eighteenth Century, forming an extensive System of Hydrography. By JAMES STANIER CLARKE, *F. R. S. Domestic Chaplain to the Prince, and Vicar of Preston. Vol. I. 4to.* 1803.

[Concluded from page 413.]

HAVING accompanied Mr. Clarke through his "Introduction" to *The Progress of Maritime Discovery*, we now proceed to the work itself.

The first division of Chapter I. consists of "*Illustrations of Commercial History preceding the fifteenth Century*," in which much curious matter is necessarily detailed. From this, however, we shall content ourselves with extracting the following note, the subject of which is well worthy of attention. Speaking of the splendid order of the Golden Fleece, established at Bruges in the year 1429, by Philip the Good, Duke of Burgundy, Mr. Clarke says:—

> It is singular that Dr. Robertson, in his interesting View of the Progress of Society in Europe, from the subversion of the Roman Empire, to the beginning of the sixteenth century, should not notice

this celebrated institution; and also that he should entirely pass over the kingdom of Portugal, which by this marriage formed an alliance with the first maritime prince in Europe. The institution of this Order, as founded by one of the earliest of the modern maritime states; and on account of its alliance with Portugal, the parent of maritime discovery; deserves our particular attention. This Order, in every point of view, must be considered as a *commercial* and *naval* institution; and though it afterwards was bestowed as a reward for the valour of military men, it surely cannot properly be deemed a military order. May we not express a wish to see this celebrated institution, or one established on a similar plan, kept apart in our own country, as the badge of merit for the naval profession? The Golden Fleece was the prize of Jason and the Argonauts. *Oliver de la Marche* says, "that he suggested to Philip I. Archduke of Austria, that the Order was instituted by his grandfather Philip the Good, Duke of Burgundy, with a view to that of Jason." The Order consisted at first of the Sovereign, and thirty Knights. Charles XII. augmented them to fifty-one; but at present the number is undetermined. *Seventy-four* seems to be the number to which the Knights Companions of any naval order should be limited. The King of Spain is the Chief, and Grand Master of this Order, as having inherited the rights of the House of Burgundy. The Emperor also creates Knights of the Golden Fleece, in virtue of his pretensions to the same rights. The habit of state is most brilliant; it consists of a splendid crimson velvet cloak, lined with white satin, open on the right side, and tucked on the left arm; under this cloak is a robe of silver tissue. The head is covered with a chaperon or hood, fashioned as it was worn at the time of the institution of the Order, and is of violet coloured velvet; the cloak is bordered with an embroidery of gold, imitating the great collar. The COLLAR of the Order is composed of double steels, and flint stones emitting streams of fire; imitated in enamel in their proper colours, on gold, with these words, *Ante ferit quam flamma micat.*—MOTTO of the Order, PRETIUM NON VITO LABORUM!—If the crimson cloak was changed into one of dark blue, and anchors were embroidered on the collar, it might, with singular propriety, be established in this country, as the reward of naval merit; and the Order of the Bath remain, what it always was,—a Military Order. I avail myself of this opportunity, to mention another order of great antiquity; which in some respects might perhaps claim a preference as a Naval Order; it was styled *The Order of the Oak of Navarre,* and is said to have been instituted by Garcias Ximenes so early as the year 722. The badge was *an oak tree proper,* on the top a *cross moline gules.* An oak saved the person of royalty, and has long preserved the sceptre: Why not then institute The most honourable Naval Order of the Royal Oak?

Section II. of Chapter I. exhibits a sketch of the History of Portugal, preceding the fifteenth century. It commences with the rise of Portugal, as a maritime state, comprising a view of the earlier periods, previously to the reign of John, the father of Henry, Duke of Viseo.

Chapter II. records the voyages of discovery undertaken by the Portuguese, and traces the history of their country, from the reign of John the First, in 1385, to the death of Henry, Duke of Viseo, in 1463. Mr. Clarke's diction is, throughout the work, correct, animated, and elegant; but, in this Chapter, compared with the preceding parts, he attains superior excellence, and proves himself to be possessed of the higher requisites of an historian.—The following passage, which, from its subject, cannot fail of exciting interest, will, at the same time, convey to the reader an adequate idea of our author's style:—

Three years before the reduction of Ceuta, the Duke of Viseo had sent, in 1412, a vessel to explore the coast of Africa, which was the first voyage of discovery undertaken by the Portuguese. This attempt, rude as it now appears, was then pregnant with a series of alarm, particularly adapted to depress the resolution of seamen, who are always well versed in legendary horrors. Africa, from time immemorial, has been the land of wonder, or fairy illusion; and though the industry of the eighteenth century may have removed many of the plausible theories that darkened the beginning of the fifteenth, we still have gained little more than a knowledge of its coasts. The philosophic ideas of Cicero *, who collected whatever had been approved by the ancients, were now become the errors of the vulgar: the arguments that convinced the reason of Pliny †, may be allowed to have possessed some weight on the minds of Portuguese seamen; they believed, therefore, that the middle region of the earth, in the torrid zone, teemed with scorching vapours; and that the unexplored southern continent of Africa, after extending in breadth towards the west, diverged with an unbroken sweep to the east; and having joined

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* *Somnium Scipionis*, ch. iv.

† Plin. Hist. Nat. Lib. ii. ch. lxviii.

the continent of Asia to the eastward of the Golden Chersonese, the peninsula of Malacca, was not surrounded by sea, but stretched in breadth to the south Pole *.

This first voyage of the Portuguese was annually followed by others; as the Duke sent every year some ships to the coast of Africa, they gradually advanced beyond *Cape Nam*, which extending itself from the foot of Mount Atlas, had hitherto been the impassable limit of European navigation, and accordingly received its name from a negative term in Portuguese. But the mariners, who sailed with every instruction and encouragement their Prince could furnish, were arrested in their course by the sight of a tremendous Cape; which at the distance of sixty leagues from the former, stretched boldly out towards the west, and formed the coast they had hitherto passed from Cape Nam, into an extensive bay. With considerable alarm and disappointment, they beheld a frightful sea raging on the shoals, which agitate its waves for six leagues; the terrors of the torrid zone were not forgot; their imagination presented its fiery flames and scorching vapours, and suggested that they might already have advanced too far. On their return, the dangers of the newly discovered Cape were not diminished by narration; and the Spanish term of *Bojar* was given to the barren and dreary promontory of Bojadore †.

The systems which the narrow faculties of men frame in every age, and substitute for the sublime truths of nature, would here probably have repressed, at least for many years, the daring exploits of navigation, if the unprejudiced and clear mind of the Portuguese prince had not dared to question the validity of the ancient sages, the most enlightened philosophers, and the most accurate geographers, which Greece or Rome had produced. With a judgment matured by the converse of various scientific men, whom his patronage had attracted in Africa; and with a mind enlarged by the perusal of every work, which illustrated the discoveries he had in view, the conqueror of Ceuta returned to Portugal. The high land of *Cape St. Vincent*, as he approached the coast, displayed the extensive command of an ocean hitherto unexplored; and probably a view of its cliffs, at a time when his mind glowed with future projects of discovery, might suggest the first idea of constructing his romantic town of *Sagres*, on the *promontorium sacrum* of the Romans. Here, as *Faria* says, the view of the ocean inspired his hopes and endeavours: removed from the hurry of a court, from the fatigue or indolence of a military life, the prince indulged that genius for mathematics and navigation, which he had hitherto been obliged to neglect. At *Sagres*, his arsenals and dock-yards were constructed; whilst the industry or skill of the ship-wrights were improved, by the presence of their royal master. Under such auspices, the Mariner's Compass was brought into general use; a knowledge of the longitude and latitude, and the means by which they could be ascertained by astronomical observations, increased the skill of his seamen. The sea[*] Astrolabe, which derives its name from the armillary sphere invented by Hipparchus at Alexandria, was improved and introduced into the Portuguese service. Skilful mariners from all countries found encouragement to settle at Sagres. A public school and observatory was opened by the prince, in which an inhabitant of Majorca presided, of the name of *James*, whose experience in navigation, and the construction of charts[†], had reached the ears of this promoter of science.

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* This error, as already mentioned, (page 65,) originated with Ptolemy (Georg. lib. iv. c. ix.) See also Dr. Vincent's valuable *Periplus* of the *Erythrean Sea*, (*Part the First*, *page* 180); and his map of the world (Appendix, page 83), taken from an Arabian manuscript of *Al Edrisi*, who lived in the twelfth century, and appears to have followed the ideas of Ptolemy relative to the southern regions of Africa. Ptolemy's Geography, *in seven books*, was one of the first Greek manuscripts which the Arabians translated, and probably about the year 827, when their *Almagestum* or *Magna Constructio of Ptolemy* appeared. The Greek text of *the Geography* was printed at Basil, 1533; and a Latin version with notes, by Gerard Mercator, was published at Amsterdam, in the year 1605. Through means of the Arabian translation, his errors relative to Africa were circulated and believed by the Moors of Barbary, from whom they were conveyed to Portugal.

† It is imagined that this was the *Cape Canerea* of Ptolemy. The word *Bojar* appears in a Spanish Dictionary by Baretti (verb active), to go about; and Boja, compassing going about; but no such term is to be found in the *Diccionario de la Rugua Castallana*, *par la real Acad. Espanola*, *reducido a un tomo. Madrid* 1783. *Vieyra*, in his Portuguese Dictionary, also mentions Bojar, *verb active*, to stretch out.—Dr. Johnson, in his Introduction to the World Displayed, a collection of voyages and travels, published in four small volumes by *Newberry*, gives its etymology with his usual façility and clearness. Bojadore, so called, from its progression into the ocean, and the circuit by which it must be doubled.

Thus improved and encouraged, the Portuguese, by the order of their prince, undertook another voyage of discovery, about the year 1418. Every thing relative to it had been daily inspected by the

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[*] See Appendix (16.)

[†] Monsieur *d'Apres*, when speaking of the early Charts that were composed under the auspices of the Duke of Viseo, thus describes the mode which was then adopted:—"Ces premieres Cartes Marines sont celles qu'on a nommée depuis, *Cartes plates*, pour les distinguer des *reduites*; à cause que dans leur construction on n'avoit aucun egard à la convexité du globe terrestre, et que la portion qu'elles comprennent, etoit supposée à une surface plate. De plus, les meredicns y sont representés par des lignes droites paralleles entre elles." (Preface, *Neptune Oriental*, p. 5).

Duke; and with little exertion of the imagination, a scene of considerable maritime interest is formed on the shore of Sagres. Two naval officers of his household volunteered their lives, in an attempt to surmount the perils of *Bojadore*. The mariners of Great Britain may smile at such apprehensions, but after the lapse of succeeding centuries, many exploits of the present age will probably shew, that science was even yet, and perhaps ever will be, in a progressive state. *Juan Gonzales Zarco* * and *Tristan Vaz Texeira*, having received the thanks and grateful wishes of their patron, went on board a vessel that was called a *barcha*, and steered for the tremendous Cape †.

The Portuguese had yet to learn the particular winds that were to be expected on the coast of Africa, with the causes by which their influence is varied or increased. Between the latitudes of 28° and 10° north, seamen constantly meet with a fresh gale near the land, blowing from the north-east. The currents also that prevail, and set towards the continent, the long banks of sand which extend a great way to sea, and are extremely difficult to be distinguished in the morning and evening, were powerful obstacles to the enterprising spirit of these navigators. About six leagues off Cape Bojadore, a most violent current dashes upon the breakers, and formed a dreadful object to the inexperienced mariners. Though the voyage of Zarco and Vaz was short, they had many dangers to surmount ‡. Their skill and firmness were soon tried by a sudden storm, which heightened every peril; before they could reach their destination, an heavy gale * arose from the east; the billows of the Atlantic were gradually elevated, and the smallness of the vessel increased the horrors of the scene. For the first time the Portuguese were driven out to sea; and, as if the very tempest was favourable to their early projects, the error, which their own inexperience could not detect in so uniformly keeping within sight of the land, was proved by the storm that threatened their destruction. The ship's company, on losing their accustomed bearings, had given themselves up to despair; but unexpectedly the violence of the gale abated, and they found themselves approaching an island, situated about one hundred leagues to the south-west of Africa. When the first transport of joy allowed them to make any observation, they beheld its coast extending about twenty miles in length: as the only roadstead is on the south-west side, they probably there cast anchor. Gratitude to providence for their escape immediately suggested a name for the new discovery, and *Puerto Santo*, or the Holy Haven †, the smallest of the Madeiras, being only two miles in breadth, records this memorable epocha, when the Portuguese first abandoned the

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* *Juan Gonzales Zarco* was the first knight created by John the First, in consequence of the capture of Ceuta. He served in all the expeditions against Africa, during the life of John and his son, and is recorded to have introduced the use of artillery in ships.

† The *bark*, or *barcha-longa*, are vessels but seldom employed since the late improvements in ship-building. The *first* may be described as a sort of brig with top-sails, having its courses and top-sails set on the same pole, without sliding masts, which is at present in use on board those vessels known by the name of *tartars* and *settees*; the *second*, or *barcha-longa*, was a smaller kind of galley, with one mast, and oars.

‡ The Portuguese historians give only a general account of this interesting voyage. The reader may, therefore, form a more correct idea of the danger to which Zarco and Vaz were exposed, by the following extract from the more recent voyages of Mons. *Saugnier* and *Brisson*, who were both shipwrecked in different vessels, on the north-west coast of Africa; the former near *Cape Bojadore*, in the month of January 1784. The latter near *Cape Blanco*, in July 1585. Mons. *Saugnier* relates, "that on the night of the 14th, they perceived the land of Africa, then at three leagues distance, for which the ship was running with the wind abaft. *One hour later not a soul would have been saved.* At four in the morning the ship struck on a sand-bank; nothing could be distinguished! horrible cries were heard on every side, and the sailors ran about the deck without being conscious of what they did. The sea broke entirely

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over us; the darkness of the night, the dreadful roaring of the waves, our Officers' ignorance of the place where they had run the ship aground, deprived us of recollection, and drove us to despair. About half after five the ship, beat by the breakers, which followed one another incessantly, filled with water. About seven, the Captain ordered all work to cease, that we might come to some resolution: nobody could ascertain our situation: some asserted we were ashore on one of the Canary Islands; and others, on the coast of Africa. Being recovered, however, from our first alarm, our whole attention was turned to the safest means of reaching the land."—The vessel was of about 300 tons burthen, and Dutch built. Let her dimensions, and the experience of her crew, be compared with the vessels and seamen of the Portuguese, and the danger they were exposed to will proportionably increase; let the reader also compare this vessel, and the surrounding perils, with the miserable barks of the ancients, and then believe, if he can, the voyages of Hanno and Hamilco; or the triennial circumnavigation of Africa, by the seamen of Necho, king of Egypt, 604 years before the Christian æra.

* In steering to the southward of Cape St. Vincent, when the weather is settled, the wind is generally from the northward, and gradually veers towards the east, until you get into the latitude of 28° 00′ north, where you may expect a confirmed Trade Wind, which is from north-east to east north-east; and although the strongest gales usually blow from the west, they also at times come with great fury from the east. It must have been an easterly wind which carried the Portuguese out to sea, and brought them to Puerto Santo.

† *Asia* of de Barros, Decad. 1. lib. i. cap. ii. Faria y Sousa *Asia Portug.* tom. 1. cap. i. Only a part of the first decade of the *Asia* of de Barros has yet been translated into English, which is very scarce.

coasting voyages of the ancients for the bolder enterprise of an improved and more intrepid age.

Thus after a passage of only one hundred and sixty leagues from the promontory of *Sagres*, which at present, in moderate weather, may be performed in three days, Zarco and Vaz returned with elated minds to make known the eventful story of their perils. They described the inhabitants of *Puerto Santo*, as being in an intermediate state of civilization; that neither their conduct nor disposition betrayed any signs of savage ferocity: that the soil was fertile, and the climate mild. Both the navigators confirmed the truth of this favourable report, by requesting the Duke's permission to return and settle in the island. The anxious mind of *Henry* was thus considerably relieved, a more advanced station towards the south, particularly favourable to any future discoveries on the coast of Africa, was secured, whence the adjacent parts of the Atlantic * could be explored with greater ease; and the perils of the hitherto impassable *Bojadore* might now be avoided, by preserving a bolder course, in a south-westerly direction to Puerto Santo. He, therefore, granted the request of Zarco and Vaz, with considerable marks of commendation; and yielding at the same time to the importunities of a maritime spirit, which this successful voyage had such a tendency to increase, he complied with the earnest desire of many who wished to behold the new discovery; among these, *Bartholomew Perestrello*, a nobleman of his houshold, was the most distinguished.

The second division of Chapter II. proceeds with the Portuguese history to the death of John the Second in 1495. This portion of the work traces the progress of discovery, on the western coast of Africa, from Cape Verga to Cape Catherine, the utmost point reached during the reign of Alphonso the Fifth. Here, also, we have an account of the discovery of Congo in 1484; the Portuguese embassy to Edward the Fourth of England; the ineffectual attempt of Juan da Lisboa to gain information overland respecting India; the travels of Pedro de Covillam, and Alphonso da Payva; and the doubling of the Cape of Good Hope, by Diaz, in the year 1487.

* On leaving *Puerto Santo*, or Madeira, the Portuguese were gradually taught, in the progress of their discoveries towards the Cape of Good Hope, to keep to the south-west; by which means they left all the African islands to the eastward, and had a clear ocean, without any dangers from the coast of Africa, or the currents that set towards it.

At the close of the section are some hydrographical remarks, from which we select the following passage relative to the *Divisions of the Ocean*:—

> After much conversation on this subject with one of the first hydrographers of the present age, Mr. Arrowsmith, whose liberality is only equalled by his information, I have ventured to offer the following *Divisions of the Ocean* to the attention of nautical men. 1. The *North Atlantic*, extending from the equator to *Cape Farewell*, on the coast of *Greenland*, in 60° north latitude. 2. *South Atlantic* from the equator to an imaginary line drawn from the *Cape of Good Hope* to *Cape Horn*. 3. *Indian Ocean*, bounded to the south by a line carried from the *Cape of Good Hope* to the south-west point of New Holland. 4. The *North Pacific* *, flowing from the equator to *Cape Prince of Wales*, in the latitude of 66° north. 5. *South Pacific*, from the equator to an imaginary line stretched from the south-eastern point of *Van Diemen's Land*, to the southern cape of *New Zealand*, and continued thence to *Cape Horn*. The remaining portions of the ocean flowing round the northern and southern poles, to be called the *North* and *South* Polar † Seas.

The first section of Chapter III. consists of a "*Retrospect of Indian History, from the Macedonian Discoveries to the Close of the Fifteenth Century*," sketched, principally, from Mr. Maurice's *Modern History of Hindostan*.

"Before we enter on the more immediate subject of this Chapter, *the Voyage of da Gama*, it has been thought expedient," says Mr. Clarke, "to take a connecting retrospect of the History of India; a country on which the attention of the Portuguese had been long fixed, and to whose coasts they had now opened, by the skill of Dias, a passage hitherto unexplored by sea."

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* The term *Pacific* appears preferable to that of *Grand Ocean*; for when such an appellation is given to a subdivision of water, however great, what can we assign to that abyss, of which the *Grand Ocean* only forms a part? Besides, *El Mar Pacifico*, the original name given by the Spaniards when they first navigated this sea from *Mexico* to *Peru*, is by no means inconsistent with a great collection of water, which though not always exempt from storms, yet owing to its ample swell and extensive sweep, possesses a calmness peculiar to itself, which the narrow limits of other seas effectually prevent.

† The above boundary of the *Indian* and *Pacific* Oceans to the south, corresponds with the limit which Government wishes to assign to the commercial jurisdiction of our East India Company.

The closing section of the first volume relates chiefly to the celebrated voyage of da Gama, for the discovery of India, which is, of course, highly interesting; but, as all that we could present respecting it would be a mere abstract of an abstract, we must refer the curiosity of our readers to *the Progress of Maritime Discovery.*

A copious Appendix, consisting of scarce tracts and original communications, winds up the volume before us.

We shall conclude our review of the present portion of Mr. Clarke's labours, which we highly approve and strongly recommend to public notice, with a description of the plates and wood cuts with which they are embellished.—The plates are from designs by Pocock, and reflect much credit on the taste of that ingenious artist.

Plate I.—The Table Land of the Cape of Good Hope is seen through the drift of the tempest, towards the east, and the plate is descriptive of the mountainous and swamping sea, which so continually rages around the southern extremity of Africa. Da Gama's ship is represented as broached to in the tempest, without any sails, except her fore-sail, which is flying to pieces. The height of the poop and prow, the squareness of the lower yards, the taunt-masts, and the small round tops, the chief peculiarities in the naval architecture of that age, are attended to in the portrait of the ship. The remainder of the scenery is given from the Lusiadas of Camoens, when the Spectre of the Cape, having uttered his dreadful prophecy, is vanishing into air.

Vignette I.—This is a representation of the celebrated Apamean Medal (from Bryant), which was struck when Marcus Aurelius Alexander was a second time Chief Pontiff of the Apameans.

Vignette II.—This is an engraving of a Phenician medal, from the collection of Dr. Hunter, and is given as a head-piece to the second section of the Introduction.

Plate II.—View of the fort and town of Columbo, in Ceylon, from the anchorage in the road.

Vignette III.—This forms a head-piece to section 3, and represents two of the Amonian fire-towers, light-houses, or Sacred Colleges, celebrated in the early periods of maritime history.

Vignette IV.—The head-piece to section 4 marks the origin of the trident, as taken from the Sacred Triads of the Indian Seeva, on the ancient pagodas of Deogur; copied, by permission, from Mr. Maurice's *Indian Antiquities*.

Vignette V.—Madeira, bearing north-west, and by west, about ten leagues distant, with a portrait of a bean-cod, and in the distance a ship of the build of the fifteenth century, making for Funchal road. Head-piece to the first section of the first chapter of Book I.

Vignette VI.—Is a head from the celebrated epic poet Camoens, from the Dillon medal, and is given as a tail-piece to section 2.

Vignette VII.—Cape St. Vincent, as seen at the distance of about a mile and a half, bearing east and by north. A Spanish boat is introduced in the centre, and to the right a galleasse, from an old print. Head-piece to Chapter II.

Plate III.—View of St. George del Mina and Cape Corso, bearing north-east, and by east, at which settlement the Portuguese built the first church that was founded in the countries then newly discovered. This plate exhibits a boat of a very early date, from de Bry, apparently hollowed out of a tree; and a man of war at anchor, from a design by Henry Cornelius Vroom, born at Haarlem in 1566. Different vessels of the fifteenth century are at anchor off the coast.

Vignette VIII.—Portrait of the kind of galley which the Portuguese used on the Indian Ocean, and which probably differed but little from the vessels which Nearchus commanded. Head-piece to Chapter III.

Vignette IX.—Specimens of the Indian lotus, by Mr. Daniell, R. A. as they appear on the most ancient of the Hindoo temples; in order to elucidate the real name of the ornament which is generally used on the mariner's compass to designate the north. Capital of a pillar near Gyah, Bahar.—Part of the base of a pillar at Dio, Bahar. Fragment near the temple of Seta, Ramangur, Cheynpoor district. Ditto, ditto. Tail-piece to section I. Chapter III.

Vignette X.—Cabo Verde, as seen at the distance of four leagues, bearing south-east, and by south. A head view of a vessel of a very early date is introduced, under her courses upon a wind. Tail-piece to Book I.

We must also notice a book of extremely well executed maps, which accompanies the volume before us.

1. Coast of Africa, from the straits of Gibraltar to Cabo Verde.

2. From Cabo Verde to Cabo Formoso.

3. Illustrative chart of the Calabar and Bonny rivers, from an original survey by Captain William Newton.

4. Coast of Africa from Cabo Formoso to the Cape of Good Hope.

5. Southern coast of Africa.

The lotus is restored to mark the north in these charts, from a drawing by Mr. Daniell.

* * *

Essay on Longevity. By Sir JOHN SINCLAIR, *Bart.*

[Concluded from page 63.]

WE shall conclude our extracts from this interesting pamphlet, by presenting our readers with the following Remarks on Diet and Regimen, written originally in Latin, as far back as the year 1648; and which were communicated to our author, in answer to the general question—" By what means a person might be enabled to prolong life to the lateſt period?" The observations, though not meriting unqualified approbation, are yet deserving of notice.

1. The stomach ought never to be overloaded with food, otherwise the body will be rendered unfit for exertion.

2. Moderation in exercise. food, drink, sleep, and venery.

3. No fresh food should be taken, unless the preceding meal has been properly digested.

4. The meals should not be uniform; but supper always lighter than dinner.

5. Excess in former meals must be corrected by a subsequent abstinence.

6. All food should be duly masticated before it be swallowed.

7. The quantity of drink should always be proportioned to that of solid food.

8. No drink should be taken until a due portion of solid food has been swallowed.

9. A variety of dishes ought not to be eaten at the same time.

10. It will be advisable to refrain from a meal (dinner) once a week, particularly when the body appears to require less food.

11. Bodily exercise should be so managed once a day, as to excite the natural heat (glow); and before a meal. The advantages resulting from such practice are thus described by Fulgentius: " Exercise (says he) contributes to the preservation of human life; it dissipates all superfluous humours of a plethoric habit; it invigorates our faculties; it is a gain of time; the enemy of idleness, the duty of the young, and the delight of the aged: for exercise disengages and expels, through the pores, all superfluous humours; while the greatest injuries may ensue from a contrary conduct: hence the poet observes; ' Ease is not to be acquired unless it be combined with toil; for indolence is generally attended with dissolution."

12. In taking food, liquids and soft substances ought to precede those of a dry and solid nature.

13. Between meals, both solid and liquid food should be avoided.

14. The bowels should be regular every day, either by nature or by artificial means.

15. Extremes of heat and cold, with respect to food, drink, and air, are equally to be guarded against.

16. Sleep ought not to continue less than six hours, nor exceed eight.

17. Immediately after a meal, and with a full stomach, it is hurtful to engage in reading, writing, or deep reflections.

18. Violent exercise, shortly after a meal, ought never to be undertaken.

19. When the body is in a languid state, all the limbs should be vigorously stretched.

20. Drink should never be taken on an empty stomach; as, in that state, it cannot fail to prove exceedingly hurtful by agitating the nerves. Galen says, (in the second aphorism, 21.) if a hungry person drink wine

before he eat, he will speedily be attacked by spasms and delirious symptoms. Nor should wine be taken habitually after meals; because it unnaturally accelerates the digestion, propels the food before it is properly digested, and lays the foundation of obstructions and putridity.

21. Wine should never be taken immoderately; and it would be advisable, as much as possible, to abstain from its use, because it affects the brain; hence, no person of a weak organization should venture to drink it, unless in small quantities, or diluted. Serapio remarks, "Wine fills the head with many vapours."

22. The bread should be of the best quality, ſoft (not too stale), and mixed with a small portion of salt.

23. Cheese, and all the artificial preparations of milk, ought to be avoided; though pure milk, when mixed with sugar, may not be deemed unwholesome during the summer. Milk and water, or whey, is a salutary beverage at all seasons.

24. Fish should be seldom eaten, and then they ought to be tender and well dressed, with the addition of vinegar, spices, and other sauces.

25. Oysters, and all shell-fish, should be avoided, because they afford only a cold, slow, and viscous nourishment.

Poetry.

VERSES

WRITTEN ON THE SEA SHORE.

I LOVE to linger near the leafless wood,
Where cold and shrill the blasts of winter blow,
Drifting the branches o'er the roaring flood,
And heaving wild yon mountain's robe of snow.

From the drear scene recedes the evening star,
And hides her fair head in the concave high,
As if she fear'd, 'mid crashing Nature's war,
The threaten'd ruin of her shaking sky.

To yonder tower, that frowns upon the steep,
At fall of eve, as village legends tell,
Mysterious forms in shadowy terrors sweep,
To act the orgies of their native hell.

And oft the traveller views the charmed beam
Of livid fire, flash on the haggard crew;
While the lone owl awakes his saddening scream,
From the dark foliage of the haunted yew.

On that lone spot, to superstition dear,
Is seen the sod that wraps the slumberer's breast,
And poor Mortality will drop the tear
Where the lost suicide found peace and rest.

Within the precincts of yon dreaded tomb,
Cold lies the heart that true to feeling heav'd;
There Fate, remorseless, seal'd her martyr's doom,
And wreck'd the soul of every hope bereav'd.

Memory ne'er told him of a parent's care;
Misery, exulting, on his cradle smil'd;
She saw the woes that he was doom'd to bear,
And mark'd the blooming cherub for her child.

Thro' Grief's dark maze she led him to the goal
Where Guilt awakes the dæmons of Despair,
And op'd a passage for his labouring soul,
While Mercy fled the woes she could not share.

On the dark brow of yonder cliff sublime,
Worn by the footsteps of revolving years,
Whose summit seems the altar-stone of Time,
His throne the Genius of Destruction rears.

For oft, when darkness shrouds the light of Heaven,
And the pale moon slumbers on Midnight's breast;
On these wild rocks the tide-worn barks are driven,
And mangled forms sweep o'er the wat'ry waste.

Angels of Peace! at this tremendous hour,
When louder still the swelling waters rave,
From worlds more blest, one ray celestial pour,
To guide the sailor o'er th' unfathom'd wave.

Disarm the pallid spectre-train of Death,
That rides the dark wings of the howling storm,
And bind the wild winds, whose blood-freezing-breath
Blasts faded Nature's cold convulsing form.

ADELINE.

SONNET.

WRITTEN AT SEA.

ADIEU! lov'd scenes, where first I saw the day,
For you my bosom heaves the deep-felt sigh,
While now, in distance lost, you melt away,
And leave to billowy wastes the cheerless eye.
When tropic lands unbounded stretch around,
Still o'er these mountains blue shall Fancy roam,
And love the shores, with rural Beauty crown'd,
Where rises, in the wild, my peaceful home.
Not all the charms that Indian climes disclose,
From this dear hope can ever win my breast,
That, where the cloudless morn of life arose,
There shall these wearied limbs be laid to rest;
That in the vale, where winds my native stream,
O'er my last sleep the ev'ning sun may beam.

Manchester. B. D.

Gazette Letters.

ADMIRALTY-OFFICE, NOVEMBER 1, 1803.

Copy of a Letter from the Right Honourable Lord Keith, K. B. Admiral of the Blue to Sir Evan Nepean, Bart. dated on board his Majesty's Ship Monarch, off Broadstairs, the 30th of last month.

SIR,

I HEREWITH transmit, for their Lordships' information, a copy of a letter which I have received from Rear-Admiral Montagu, and of an enclosure to which it refers, reporting the destruction of a French privateer, by his Majesty's sloop the Merlin, and the Milbrook schooner.

I have the honour to be, &c.

KEITH.

MY LORD, *Utrecht, in the Downs, 29th of Oct.* 1803.

Herewith I enclose a letter from Captain Brenton, of his Majesty's sloop Merlin, stating the destruction of the French lugger privateer les Sept Frères.

The conduct of Lieutenant Thompson, and the people serving under him, merits approbation; and Lieutenant de Starck, of the Millbrook, appears to have exemplified the zeal and energy which invariably attach to his character.

The Millbrook was struck several times by shot, but not damaged, and will proceed upon service this evening.

I have the honour to be, &c.

ROBERT MONTAGU.

SIR, *His Majesty's Sloop Merlin, off Dunkirk, Oct. 28, 1803.*

I have the honour to inform you, that the boats of his Majesty's sloop Merlin, under my command, yesterday went in pursuit of, and drove on shore and totally destroyed the French lugger privateer les Sept Frères, mounting two carriage guns, besides small arms, and manned with thirty men, commanded by the Citizen Pollet; the boats of the Merlin were commanded by Lieutenant Henry Clement Thompson, who has lost an arm in the service of his King and country during the late war; and to the judicious and seamanlike conduct of Lieutenant Newton Starck, I am not only indebted for cutting off the enemy's retreat into Calais, but also for bringing all the boats on board in safety after the service was performed.

The lugger went on shore about half a mile to the westward of Gravelines; Lieutenant Starck anchored the Millbrook within musket-shot of her, and in the evening a heavy fire was opened upon her from the shore with some field-pieces, which, however, did no sort of damage, and I am happy to say, that on our side not a man was hurt.

I flatter myself, Sir, that the conduct of the Officers and men employed on this service will meet with your approbation.

I have the honour to be, &c.

Rear-Admiral Montagu, (Signed) E. P. BRENTON.

&c. &c. &c.

ADMIRALTY-OFFICE, NOVEMBER 8, 1803.

Copy of a Letter from the Right Honourable Lord Keith, K. B. Admiral of the Blue, &c. to Sir Evan Nepean, Bart. dated off Broadstairs, the 7th Instant.

SIR,

I enclose, for the information of the Lords Commissioners of the Admiralty, copies of a letter which I have received from Captain Honyman, of his Majesty's ship the Leda, and of one addressed to that Officer by Lieutenant Shippard, commanding his Majesty's hired armed cutter the Admiral Mitchell, reporting that an enemy's convoy passing from the westward towards Boulogne, under the protection of a gun-brig of considerable force, had been attacked by Lieutenant Shippard, in the small vessel under his command, close in with the enemy's batteries at Portet; and that the gun-brig, and one of her convoy, had been driven on shore upon the rocks. The gallant and determined conduct evinced on this occasion by Lieutenant Shippard and his little crew, which has called forth such pointed commendation from the Officer under whose eye he was immediately acting, merits my warmest approbation, and I have no doubt that their Lordships will distinguish it with theirs.

I have the honour to be, &c.

KEITH.

MY LORD, *Leda, off Boulogne, Oct. 31, 1803.*

I have the honour to acquaint you, that this morning at nine o'clock, six of the enemy's sloops (some of them armed), under convoy of a large gun-brig, were discovered coming out of Etaples, and standing to the eastward towards Boulogne: I immediately made the Harpy's signal to chase, as well as the Lark's, who was joining to leeward, to chase in that direction. The Admiral Mitchell cutter I perceived off Boulogne, and Lieutanant Shippard, her Commander, immediately ran down within musket-shot, and commenced a very spirited and well-directed attack upon the brig and sloops, which he continued in the most gallant manner for two hours and a half, driving the brig and one of the sloops on the rocks. I have great pleasure in bearing testimony to the intrepidity which was displayed in attacking so superior a force, especially when under cover of their numerous batteries on shore, and feel myself bound in justice to Lieutenant Shippard, for his gallant conduct this day, to recommend him to your Lordship as an Officer highly deserving every thing I can say in his favour.

I enclose his report to me, and am sorry to perceive he has suffered so considerably: I regret the strong winds off shore prevented the squadron from rendering that assistance we were all anxious for.

I have the honour to be, &c.

The Right Honourable Lord (Signed) ROBERT HONYMAN.
Keith, K. B. &c. &c. &c.

SIR, *Admiral Mitchell cutter, off Boulogne, Oct. 31st*, 1803.

In executing the orders of Rear-Admiral Montagu, while close in off Boulogne, I this morning, at nine o'clock, observed seven vessels, which I took for gun-boats, coming from the Westward, intending, as I supposed, to form a junction with those already in the road; and as the wind was E. S. E. I stood along shore, with an intention of keeping them in play till the squadron came up.—They turned out to be sloops and schooners, some of which were armed, under the convoy of a gun-brig of twelve thirty-two-pounders, which we brought to action at ten, close under the batteries at Patel, and after engaging them two hours and a half, drove her, with one of the sloops, on shore, under the fire of their batteries and musketry.—As this happened immediately under the camp, I was not a little gratified to observe the hills covered with troops as far as I could see them. In the conflict a ſhell fell on board of us, which has wounded our mast and cross-jack yard in several places; our sails and rigging are a good deal cut up with their grape; they have dismounted one gun, and hulled us in several places.—I am sorry to add, we have two men badly wounded, one with the loss of a leg; and the mate, with two others, slightly; all of whose conduct, with the rest of the crew (thirty-five in all), deserve my warmest approbation.—I am, &c.

Robert Honyman, Esq. Captain of ALEX. SHIPPARD.
his Majesty's Ship Leda.

ADMIRALTY-OFFICE, NOV. 10, 1803.

Copy of a Letter from Rear-Admiral Montagu to Sir Evan Nepean, Bart. dated on board his Majesty's Ship Utrecht, in the Downs, the 9th inst.

SIR,

Enclosed I have the honour to transmit a copy of a letter from Lieut. Chambers, commanding his Majesty's gun-brig Conflict, stating his having captured the French gun-boat No. 86, lugger-rigged, on her passage from Boulogne to Calais.—I am, &c.

ROBERT MONTAGU.

SIR, *His Majesty's Gun-Brig Conflict, Downs, Nov.* 8, 1803.

I beg leave to acquaint you, that having parted company with his Majesty's sloop Lark, under whose orders I had received directions to cruise, this morning, at nine A. M. Calais bearing South, distant between three and four miles, I fell in with and captured the French national gun-boat, No. 86, lugger-rigged, manned with one Sub-Lieutenant, twenty-seven non-commissioned officers and privates of the 36th regiment of the line, and six seamen, armed with one long eighteen pounder, and one long eight pounder, twenty-three stand of arms, complete, sabres, pistols, and other small arms, destined from Boulogne to Calais the preceding evening, but not being able to get in.

I am, &c.

D. CHAMBERS.

ADMIRALTY-OFFICE, NOV. 12, 1803.

Copy of a Letter from Rear-Admiral Sir J. T. Duckworth, K. B. Commander in Chief of his Majesty's Ships and Vessels at Jamaica, to Sir Evan Nepean, Bart. dated on board his Majesty's Ship Bellerophon, at Sea, 13th August, 1803.

SIR,

On the 5th inſtant, between Cape Nicola Mole and Cape François, I fell in with the Elephant, when Captain Dundas informed me, that the two line of battle ships, with the frigate Guerrier, had got out of the Cape in a very violent squall late in the afternoon of the 24th, and that the Duquesne, of seventy-four guns, had been captured in the afternoon of the 25th, but the Duguay Trouen, from superiority of sailing, had escaped, although the Elephant had commenced an action within point blank shot; but for the particulars of these transactions, I beg to refer their Lordships to the letter of Captain Loring, and I truſt their Lordships will view the ardour and zeal of that Officer and his squadron as meriting their praise, though unfortunately the darkness of the evening, when the Duguay Trouen hauled her wind, prevented the Elephant from being seconded by the Theseus in time to be useful.

I am, &c. J. T. DUCKWORTH.

SIR, *Bellerophon, off Cape Maize, July 26, 1803.*

In pursuance of your orders relative to the blockade of Cape François with the squadron under my command, in the performance of which, I trust, my endeavours may not be found deficient, I beg leave to inform you, that on Sunday the 24th ultimo, at six P. M., being off that port, a heavy squall came on from the land, which induced the two line of battle ships to attempt an escape: the weather soon moderating, they were immediately discovered, and the signal for a general chase was made. On their clearing the harbour they hauled to the westward to take advantage of the land wind: every effort possible was made to keep sight of them during the night, which was effected principally by the vigilance of Captains Evans and Perkins, of the Æolus and Tartar. At half past nine o'clock I was informed by an Officer from the Elephant, who had been on board the Tartar, that one of the ships had tacked to the eastward, and the other steering to the westward, close along shore; in consequence of which, I directed Captain Dundas to tack, and endeavour to cut off the former, the Elephant being the weathermost ship, and purſued the other with the two frigates; the Theseus and Vanguard being to leeward in the first of the squall, did not join me till about twelve o'clock at night; at daylight we were within gun shot of the chase. On hearing a heavy cannonading to the eastward, I made the Theseus' signal to chase east, having been unfortunately unable to make a similar disposition during the night; and at half past three P. M. on the 25th, we came up with, and after exchanging several bow and stern chasers with the Vanguard and Tartar, who were the headmost ships, she struck her colours, and proves to be the Duquesne, of seventy-four guns, commanded by Monsieur Kerrangel, Capitaine de Vaisseau, from Cape François bound to Europe. I am sorry to say one man was killed, and another wounded on board the Vanguard; none on board the enemy's ships.

In passing between the two islands of St. Domingo and Tortudo, near Port-au-Paix, we took the French national schooner Oisseau, of sixteen guns and sixty men, commanded by Monsieur Druault, Lieutenant de Vaisseau, which I have ordered, with the Duquesne, to Port Royal, under charge of the Vanguard and Tartar.

I have the honour to be, &c.

Rear-Admiral Sir J. T. Duckworth, K. B. JOHN LORING.
&c. &c. &c.

Copy of a Letter from Vice-Admiral Lord Viscount Nelson, K. B. Commander in Chief of his Majesty's Ships and Vessels in the Mediterranean, to Sir Evan Nepean, Bart. dated Victory, off Toulon, 27th September, 1803.

SIR,

I herewith transmit you a copy of a letter from Captain Richardson, of his Majesty's ship Juno, giving an account of the Capture of the French bombarde privateer les Quatre Fils, of Nice, which you will please to lay before the Lords Commissioners of the Admiralty for their information. I am, Sir, &c.

(Signed) NELSON and BRONTE.

MY LORD, *His Majesty's Ship, Juno, Valette, Sept. 11, 1803.*

I have the honour to inform you, that, on the 8th instant, Cape Spartivento bearing N. E. by E. distant eight leagues, the Juno captured the French bombarde privateer les Quatre Fils, of Nice, armed with four guns (twelve and nine-pounders), and manned with seventy-eight men. I am, &c. H. RICHARDSON.

The Right Honourable Lord Viscount Nelson, K. B.
Vice-Admiral of the Blue, &c. &c. &c.

Copy of another Letter from Vice-Admiral Lord Viscount Nelson, K.B. Commander in Chief of his Majesty's Ships and Vessels in the Mediterranean, to Sir Evan Nepean, Bart. dated Victory, at Sea, 1st October, 1803.

SIR,

You will herewith receive copy of a letter from Captain Corbet, of his Majesty's sloop Bittern, giving an account of the capture of la Caille French schooner privateer, which you will please to lay before the Lords Commissioners of the Admiralty, for their information.

I am, &c.

(Signed) NELSON and BRONTE.

MY LORD, *His Majesty's Sloop Bittern.*

On the 10th instant, his Majesty's sloop, under my command, captured (after several hours' chase, west from Cape Spartel,) la Caille, a French schooner privateer, pierced for fourteen guns, but had only six six-pounders on board, and a complement of sixty men.

La Caille is an exceeding handsome vessel, quite new, and coppered, fitted out from Marseilles, and intended to full arm at Cadiz.—she was the best of nine, that have infested the Streights, and that I had frequently chased. I have the honour to be, &c.

The Right Hon. Lord Viscount Nelson, K. B. ROB. CORBET.
&c. &c. &c.

Copy of a Letter from Captain Page, of his Majesty's ship the Caroline, to Sir Evan Nepean, Bart. dated at sea the 2d of August, 1803.

SIR,

Please to inform my Lords Commissioners of the Admiralty, that we this day fell in with and sent to St. Helena, for England, the Dutch States brig De Haasje, Captain-Lieutenant J. Ysbrands, Commander, of six guns and thirty-three men, from the Cape of Good Hope thirty hours, with dispatches for Batavia, which he threw overboard, having obliged us to fire at him before he would let our boats on board; she mounted eighteen twelve-pounder carronades, but was compelled to leave them at the Cape. I am, &c.

B. W. PAGE.

ADMIRALTY-OFFICE, NOV. 15, 1803.

Copy of a Dispatch from Commodore Hood, Commander in Chief of his Majesty's Ships and Vessels at the Leeward Islands, to Sir Evan Nepean, Bart. dated on board his Majesty's Ship Centaur, off Demerara, 20th September, 1803.

SIR,

Thinking it of the utmost importance to the mercantile interest the earliest information should be sent of the surrender of this Colony, and that of Essequibo, to his Majesty's forces, I beg leave to acquaint you, for the information of the Lords Commissioners of the Admiralty, the Capitulation was signed on board the Heureux yesterday morning; in the evening the Hornet and Netley entered the river, and two hundred troops took possession of Fort William Frederick, and this day the Colonies surrendered.

The Hippomenes ship corvette, of eighteen guns, the only vessel of the Batavian Republic here, is included in the Capitulation.

I have the honour to be, &c. SAM. HOOD.

ADMIRALTY-OFFICE, NOV. 29, 1803.

Dispatches, of which the following are copies, have been received at this office from Commodore Hood, Commander in Chief of his Majesty's ships and vessels at the Leeward Islands.

SIR, *Hornet, Demerary River, Sept. 27, 1803.*

It is with the greatest satisfaction I have the honour to acquaint you, for the information of the Lords Commissioners of the Admiralty, that, in concurrence with Lieutenant-General Grinfield, the troops for the expedition to this valuable Colony were embarked at Barbadoes on the 31st of August, on board his Majesty's ships Centaur, Chichester, and Aligator, and Brilliant transport, with the Heureux and Netley; also several small vessels having military stores, &c. We put to sea the next morning; but, from light baffling winds, and a strong N. W. current, we did not arrive at our anchorage at the appointed rendezvous, a few leagues to windward of the river, until the evening of the 18th.

The Netley, Lieutenant Lawrence, was sent forward with Mr. Casey, a gentleman well acquainted with the coast, to endeavour to gain information, and procure a number of colony boats, calculated for our service; and we had the good fortune to find, by the exertion and attention of this Officer, with the very useful services of the before-mentioned gentleman, our wishes were fulfilled, and twenty-four boats ready, in three fathoms water, to receive the troops.

The moment we anchored, a flag of truce was dispatched to the Governor of Demerary and Essequibo, with a summons, and orders to wait one hour only.

The Centaur and Chichester not being able to approach nearer the shore, the troops were early the next morning removed to the small vessels, and all ready in the evening, waiting the event of the flag, which, detained by strong winds, did not return until the following morning, with a deputation from the Colony, when terms were agreed on.

The Hornet, which was lying off the bar, blockading the port, entered the river in the evening, with the Netley and a body of troops, when possession was taken of Fort William Frederick, the Hippomenes, a ship pierced for eighteen guns, fourteen only mounted, belonging to the Batavian Republic; and the colonies of Demerary and Essequibo were given up to us the next day at twelve o'clock.

I

The Governor not being able to treat for Berbice, our further dispositions and arrangements, on signing the Capitulation, were immediately made; and Captain Bland, of the Heureux, with the Alligator and Netley, and Brilliant transport, having on board a detachment of the troops, under Lieutenant-Colonel Nicholson, and the marines of the squadron, were sent against Berbice, the result of which I have the honour to forward herewith: and am, Sir, &c.

Sir Evan Nepean, Bart. SAM. HOOD.

His Majesty's Ship Centaur, Demerary,
SIR, *17th Sept.* 1803.

The Commanders in Chief of the Land and Sea Forces of his Britannic Majesty, being fully assured of their decided superiority to the forces of the Batavian Republic in these colonies, and certain of being able to prevent succours being thrown in, they consider themselves as authorized to require the immediate surrender of the colonies of Demerary, Essequibo, and Berbice, to the forces under their command. With the view, therefore, to prevent unnecessary effusion of blood, or the mischief which must ensue to the colonies, should the troops be under the necessity of making good the landing, and the ships to enforce a passage, the Commanders in Chief have thought it right to trouble your Excellency with this summons, and trusting, that from your Excellency's regard for the colonies, the certainty of not being able to resist, and for the preservation of individual property, you will have no hesitation in acceding to the terms herewith transmitted.

The Officers who will have the honour to deliver this to your Excellency, have orders to wait one hour for your answer.

We have the honour to be, &c. &c. &c.

WILLIAM GRINFIELD.
SAMUEL HOOD.

To his Excellency, the Governor of the Colonies of
Demerary, Essequibo, and Berbice.

Imperial Parliament.

HOUSE OF COMMONS.

NOVEMBER 25.

MR. JARVIS rose to move for leave to bring in a Bill to prevent seamen from deserting from his Majesty's Navy. He should beg leave to state the grounds on which he brought forward this measure; and, in doing so, he would not take up the time of the House unnecessarily. The facts that constituted the grievance about to be removed, lay in a very narrow compass. It frequently happened that seamen, after having entered into his Majesty's service, were arrested for debt; and that they were afterwards set at liberty, in order that they might be enabled to desert from the service. Whether the pretences for such arrests were real or fictitious, he could not say; but desertion was generally the effect of them. In the remedy he meant to propose, he did not ask to infringe on any of the civil rights or privileges of a British subject. The man arrested, and afterwards detained, in the manner he should propose, would still be entitled to his writ of habeas corpus; and the just creditor would lose none of his rights. A seaman, after being arrested, ought not to be placed in a condition different from what he had been in before, but ought, instead of being discharged, to be restored to the service. What he therefore meant to propose was, that the sheriff by whose authority any seaman might be taken up for debt, should be bound not to discharge him in the manner in which other persons were discharged; but that he should cause him to be safely conducted to the next sea-port, and delivered up to the regulating Captain, in order that he might be sent on board one of his Majesty's ships. This would be a benefit to the seaman himself, who should be arrested for a just debt; for he might, with the consent of his creditor, be conveyed on board a ship. And as to unjust or fictitious debts, the regulation would remedy an abuse which was too common, to the great prejudice of the naval service. He would therefore move, " that leave be given to bring in a Bill to prevent the desertion and escape of petty officers, seamen, and others, in his Majesty's navy, by means of any process, civil or criminal." Leave was given. After which Mr. Jarvis brought up the Bill, which was read a first time.

NOVEMBER 28.

Mr. VANSITTART moved, that there be laid before the House,

An estimate of the ordinary expenses of the Navy for the year 1804.

An estimate of the expenses of the Half-pay of Officers of the Navy, and such Officers of the Royal Marines, as served in the last war.

An estimate of the expense of building and repairing Ships of war, and other expenses in his Majesty's Dock-yards, generally known by the denomination of wear and tear, for the year 1804.

An estimate of the expense of Guards and Garrisons, and other descriptions of his Majesty's Land Forces, for 1804.

An estimate of the expense of Ordnance for land service for the year 1804.

An estimate of the expense incurred for services not provided for by Parliament.

An estimate of the expenses of transport service for the year 1804. —Ordered.

NOVEMBER 29.

Mr. ADAMS brought up the estimates of the Ordinary and Extraordinary of the Navy for the year 1804.—Ordered to lie on the table, and to be printed.

NOVEMBER 30.

The House having resolved into a Committee of Supply, Mr. HOBHOUSE in the chair, the following sums were voted for the service of the Navy:—2,407,000l. for thirteen lunar months, for wages for 100,000 seamen and marines; 2,470,000l. for the same period for victuals, at 1l. 18s. per man per month; 3,900,000l. for wear and tear of ships, at 3l. per man per month; and 325,000l. for ordnance, at 5s. per man per month.

An Address was ordered to be presented to his Majesty, requesting that the necessary directions might be given for laying before the House, estimates of the money requisite to provide for the transport service and the maintenance of prisoners of war, from the 1st of January to the 31st of December 1804.

DECEMBER 1.

Mr. SMITH appeared at the bar, and stated, that his Majesty had been waited on with the Address of the House yesterday, for the several estimates of the transport service, prisoners of war, &c. and that he had given directions for their being forthwith laid before the House.

Accordingly, Sir PHILIP STEPHENS appeared at the bar, with the estimates of the sums wanted for these branches of the public service.

Mr. HOBHOUSE brought up the report of the Committee of Supply which sat on Wednesday.—The resolutions were agreed to, and Bills were ordered.

DECEMBER 2.

The House having resolved itself into a committee of Supply, to which the Navy estimates were submitted; it was resolved to grant the sum of 1,220,067l. 1s. 9d. for the Ordinaries of the Navy for the year 1804; and for the same year, 943,520l. for building and repairing the ships of war, over and above the wear and tear of the said ships.

DECEMBER 5.

The SEAMEN'S Desertion Bill was read a third time, and passed.

A copy of the Convention between Great Britain and Sweden was presented, and ordered to be laid on the table.

In a Committee of Supply, the following sums were voted:—709,249l. 9s. 8d. for hire of transports for 1804.—220,966l. 8s. 1d. for Prisoners of War;—and 42,000l. for Sick and Hurt ditto, 1804.

DECEMBER 8.

Sir WILLIAM ELFORD wished to know, whether the Naval Commiſſioners meant to make any special Reports on the circumstance of their having dismissed Mr. John Marshall from his Majesty's dock-yard.

Sir CHARLES MAURICE POLE said, that no special Report was intended on Mr. Marshall's case, nor did he think that any was necessary.

DECEMBER 13.

Sir WILLIAM ELFORD gave notice, that, after the recess, he should move for an inquiry into the causes for which Mr. John Marshall was dismissed, by the Commissioners of Naval Abuses, from his Majesty's dock-yard.

MONTHLY REGISTER
OF
Naval Events.

POLITICAL RETROSPECT.

> "Let proud Iberia fierce Batavia join,
> Russ, Dane, and Swede, in mighty league combine;
> The widow'd Adria give to Mars the reins,
> And pale Liguria thunder in her chains;
> Spite of enrag'd republicans and slaves,
> Britannia rules omnipotent the waves."
>
> TRESHAM.

IN the time of war, it is scarcely possible for a month to elapse without the production of various important events. Empires assume different aspects; sovereigns acquire new views, and new motives for action; the whole political world presents the appearance of one vast revolution. Often do we reflect on the ant-hillock of Addison; and, reflecting on that world in miniature, we look round with a mingled sensation of pity and contempt, on the pigmy enterprises of our fellow mortals. We cannot refrain from asking—"What is man, that he should thus thirst for the blood of his brother?"

> "——— The poor beetle, crush'd beneath the foot,
> In corporal sufferance feels a pang as great
> As when a giant dies;"

and, *vice versâ*, the giant usurper, who, one moment, sways the sceptre over half the trembling universe, may, the next, be resolved into his kindred earth, and instantaneously become an object of as little real importance as that imbecile and helpless insect! This observation is not intended to apply to any particular or individual case, but to wars in general; yet, feeble beings as we are, while man exists, contention, that seed and fruit of evil, will exist also. To-day, our hopes are raised to extacy; to-morrow, we are plunging in the abyss of despair!

In our preceding Retrospect, we noticed the fond expectations which were indulged, that Russia was on the eve of taking a decisive part in the contest between Great Britain and France. Individually, we deprecated the idea; and it now appears, that, though a change has taken place in the Russian cabinet; though Count Marcoff has been recalled from Paris; though he has experienced high honours at the hand of his sovereign; yet that sovereign, the Emperor Alexander, is not disposed to become a party in the war. At least, such is the only rational judgment which can be formed on the present aspect of affairs. We have long held an opinion, which we have before stated, but which we must here repeat, that the continental powers will not interfere until *some* change take place in the belligerent states *.

The menace of invasion is still kept up by the First Consul; but, though we would by no means insinuate that it will not take place, the probability of such an event is certainly lessened. There is an absurd, but remarkable passage, in one of the late-received Moniteurs, which *denies* that Buonaparte ever said to Lord Whitworth, "that he would send an army to England;" admitting his assertion to be only, "that he would encamp armies at the Texel, Brest, St. Omers, Bayonne, &c." The fact is not now to be discussed; but if this contemptible retractation be intended to mean any thing, it seems to be thrown out as the foundation for a future apology, should the great man desist from carrying his threats into execution.

A slight eruption, something relative to the Indemnities. has recently taken place in the Germanic empire. The Elector of Bavaria having forced the Imperial garrison of Oberhaus, near Passau, the Emperor ordered his troops on the confines of Bavaria to advance; the whole army, with reinforcements, amounting to 40,000 men. This affair seems to have been compromised; but various are the conjectures which have been formed respecting its origin. It seems strange, that a petty prince should think of opposing himself, without some view of external assistance, to the chief of the empire; but the elector of Bavaria is known to have been much favoured by Buonaparte, and to be one of his devoted creatures; and it is not improbable that, should the intriguing spirit of the First Consul have any projects in contemplation relative to the Germanic territories, he may have been at the bottom of the rupture. It is worthy of remark, that both Russia and Prussia are bound to the protection of Bavaria; and should the electorate be attacked, they must consequently give their assistance for its support. Germany and Russia might thus be involved in a dispute; and, from the appearance of continental warfare, Buonaparte would be able, were he so disposed, to draw *another* excuse for not executing the invasion of England.

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* As a proof of the unwillingness, or incapability, of Auſtria's taking any part against France, we mention it as a fact, that an amiable French bishop has recently been banished from Vienna to Cracovia. at the request (alias the *command*) of the First Consul —"How are the mighty fallen!"

Respecting the formidable scheme of invasion, there is yet another circumstance which requires notice. It is known, that a considerable portion of the force destined for this enterprise is in the ports of Holland, and it is highly probable that those ports are now blocked up with ice; in addition to which, some late advices from that country assert, that the 12th of December having been definitively appointed for the embarkation of the troops, they unanimously laid down their arms, refusing to engage in the hazardous expedition.

Since the commencement of the present session, very little naval business of importance has come before the British Parliament. The usual estimates have been produced; and a Bill has been passed, to prevent the desertion and escape of petty officers, seamen, and others in his Majesty's Navy, by means of any process, whether civil or criminal. The effects of this Bill will, no doubt, be very salutary.

Our military affairs have been more prolific of debate; and it may perhaps be interesting to some of our readers, if we repeat the substance of Lord Castlereagh's statement of our effective force. The Volunteers of England he estimated at 340,000; of Ireland, at 70,000; the Militia of England at 50,000; of Ireland, at 18,000; making in all 590,000, exclusive of 25,000 Sea Fencibles.

In addition to our military force, we may mention, that there are 469 ships of war employed, and gun-boats to the number of 800.

A new Bill has been brought in and passed, to continue the restriction of payments at the Bank in specie, until six months after the conclusion of a peace.

The Irish Habeas Corpus Suspension and Martial Law Bills have been renewed; and it is said, that this measure has given very general satisfaction in the country where the Bills are destined to operate. A dark cloud, however, seems to hang over the Irish Government, relative to the insurrection of the 23d of July. Parliament has now adjourned until the beginning of February; but, after the recess, some very serious discussions are expected on the subject. These discussions, we apprehend, *must* criminate either the Irish Government, or the military Commander in Chief, General Fox. From some circumstances which have occurred, it seems likely that Mr. Marsden will be the victim.

We have before had occasion to observe, that our annals scarcely display a period of war of so long a continuance as the present, in which so very few naval actions of importance had taken place. The intelligence of the last month, however, has announced some very valuable captures. The settlement of Berbice has surrendered to his Majesty's arms; and also the garrison of St. Marc, at St. Domingo. At the latter place, a considerable quantity of shipping likewise fell into our possession.

The last advices from India announce the detention, and consequent capture, by Admiral Rainier, of the whole squadron of the French Admiral Linois, consisting of one ship of the line, three frigates, and several transports, with between two and three thousand troops, at Pondichery. The news is not official, but several accounts concur in the statement, and it obtains considerable credit.

In addition to the above, may also be mentioned the capture of various gun-boats, &c.

Indeed, whatever may be the gigantic establishment of our land force, and whatever may be the ultimate intentions of Buonaparte with respect to invasion, our brave tars seem determined to monopolize the praise of being our sole defenders. To Lord Gardner, to Sir Edward Pellew, and to our Naval Officers in general, every encomium which skill, zeal, and activity can claim, is due; but the blockade of Brest, by the gallant Admiral Cornwallis, for a period of such unprecedented length, at this season of the year, is beyond all panegyric. "Officers of the first professional character," says a respectable weekly print [*], "have, formerly, deemed it expedient to quit their stations off Brest at certain periods of the year; and, knowing those periods, the French have uniformly embraced them, to effect their purpose of slipping out; but, this year, they have been completely foiled in their expectations. This extraordinary atchievement," justly continues the Print alluded to, "should be held up as an object of emulation to future commanders; and may be considered as a proof of the possibility of a British squadron riding triumphantly at the mouth of Brest, in the very face of the enemy, during the severest seasons of the year."

Since the above was written, there has been a continuance of the most tremendous gales, and some of the blockading ships have been compelled to take shelter in port; but it is understood, that the gallant admiral, with the greater part of his squadron, still keeps his station.

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[*] The British Neptune.

NOTICE TO MARINERS.

Translation of a Publication by which the Royal Department of Customs at Copenhagen informs all Navigators, that from the 1ſt day of January 1804, *a new Light-House will be lighted at a place called Agnæs Pynten, near Drontheim, in Norway.*

For the safety of vessels sailing to or from Drontheim, a light-house, with lanthorns, has been erected upon Agnæs Pynten, which will in future remain lighted every year from the 1st of September to the 15th of April incluſive, from half an hour after sunset to sunrise. It will be lighted for the first time on the 1st January 1804.

This lanthorn, having a circle round it painted red, is placed on the northernmoſt point of Agnæs Pynten, at an elevation of about sixty feet from the surface of the water, a little to the eastward of the small bay, where the farm named d'Agnæs is situated, and at not more than six hundred ells distance from the said farm.

Ringfluen, the most dangerous rock to the eastward of Agnæs Pynten, is about two hundred fathoms to the E. half S. of the light. And Graasefluen, or the rock to the westward of Agnæs Pynten, is situated, as also the church of Oelands, to the N. and by W. of the light, at precisely three hundred and sixty ells from it.

The island of Garten is to the W. N. W. and the seignorial land of OEsterraad to the N. N. E. of the light.

So that vessels coming from the westward, and making for Drontheim, have the island of Garten on their north, and are certain of seeing the light house of Agnæs, and may then steer their course for the entrance, until the light-house is on their south by the compass, when they are to tack towards the light, and sail direct for land until within thirty fathoms of it. They must then keep along shore in order to pass with safety the Ringfluen, or rock to the eastward, which is situated at from one hundred and twenty to one hundred and thirty fathoms to the N. E. half E. from the north of the point.

Vessels sailing from east to west may, when the light-house is upon their west half south, safely tack, and pursue a straight course.

When the wind is contrary, and vessels are in sight of the light-house (so long as the weather will permit their sailing, and that the fog or snow do not prevent them from seeing the light-house), they may sail, on tacking to and fro, in perfect safety till daylight appears.

Given at the Royal Council of Customs, at Copenhagen, the 15th November 1803.

[Here follow the signatures.]

Naval Courts Martial.

PORTSMOUTH, DEC. 2, 1803.

At a Court-Martial, held this day on board the *Gladiator*, **John Morrison**, a marine belonging to the *Egyptienne*, was sentenced to suffer *Death*, for leaving his post, stealing the *Egyptienne's* boat; and deserting from the said ship. And **William Charter**, for deserting from the *Isis*, was sentenced to receive fifty lashes.—Rear-Admiral **Holloway**, President.

This day, Dec. 8, a Court-Martial was held on board the *Gladiator*, Rear-Admiral **Holloway**, President, upon Lieut. W. H. **Douglas**, of his Majesty's ship Apollo, for neglect of duty and disobedience of orders; the charge being in part proved, the Court adjudged him to be reprimanded.

A Court-Martial was held on board the *Ariadne*, in Sheerness harbour, upon D. **Madden**, a marine of the Hound, for drunkenness, disobedience, wounding the pilot, and attempting to strike a Midshipman. The charges being in part proved, he was sentenced to receive 250 lashes. J. **Clark**, a private marine, having prevaricated in his evidence, was ordered to three months' imprisonment.

PLYMOUTH REPORT,

FROM NOVEMBER 3, TO DECEMBER 24.

Nov. 3. The Aigle, of 44 guns, Captain Wolfe, which came in yesterday, waits for orders. The Charming Sally cutter, of this port, has been captured, as a smuggler, by a Dartmouth excise cutter, and carried in there, with 150 anchors of spirits; she also picked up and sent in, an open boat, with 20 anchors of spirits on board. Owing to the severe easterly winds, very few seamen have arrived here this fortnight past, which detains the Prince, of 98 guns, Captain Grindall. The Foudroyant, of 84 guns, Captain Spicer, still remains at the lower moorings in Hamoaze, as the wind blows so hard at E. N. E.

5. Sailed on a cruise, the Hussar, of 38 guns, Captain Wilkinson; and the Aigle, of 38 guns, Captain Wood.

7. It has blown very hard all night, with a heavy sea, mostly S. S. W. If Bonaparte's thread paper flotilla had been off, they would soon have been upon the iron coasts of Devon and Cornwall last night with such a gale of wind and heavy sea which nearly made a breach over the Edystone Light House; the flotilla and troops and seamen would have met a watery grave; or, to use a seaman's phrase, gone to Davy Jones's locker. Arrived the Perseverance, of London, from the South Seas, retaken by the Sirius frigate.

10. The press continues very brisk, and we have received intelligence here that the French have been slily equipping 20 sail of the line in the inner harbour of Brest, many of which are nearly ready for sea; and they boast that the squadron in the outer road is intended merely to amuse the English: little doubt is entertained that they are destined for an attack on the Western ports, and it is even supposed that this port and arsenal are their object—a circumstance much to be wished, as, in every respect, we are fully prepared to receive them. Our private signals are to undergo an entire alteration. La Franchaise, of 44 guns, in hamoaze, is commissioned by Captain J. Murray, and Captain Dashwood is to have the command of la Benhaute, of 24 32-pounders, now repairing in Hamoaze. Eighteen floating batteries, for the protection of the river Exe, have arrived here from Exmouth. The Renown and Active cutters, with men for the fleet, have also arrived from the eastward.

12. Previous to the Foudroyant, of 84 guns, leaving Hamoaze, for Cawsand Bay, Rear Admiral Dacres shifted his flag to the Prince, of 98 guns, Captain Grindall; and Rear Admiral Sir Thomas Graves, K. B. hoisted his flag as Rear Admiral of the White, at the mizen of the Foudroyant: she sails in a few days to join the Channel fleet. Went down the harbour into the Sound la Renard, of 24 guns, Hon. Captain Cathcart. She lay at single anchor for the day, was paid wages, and in the evening sailed to the Downs, with a convoy of light coasters, from whence she is to go to the West Indies with dispatches.

13. Went down the harbour, having been refitted in Hamoaze, the Jamaica, of 26 guns, Captain Ross; she sailed directly on a cruise to the westward. By the latest accounts from off Brest, our squadrons have experienced the fury of the gales of wind at S. S. W., but have rode them out without any damage. It has blown here very hard at W. N. W., but without any injury to the men of war or shipping in this port.

14. La Bacchante, of 22 guns, is hauled into dock, previous to her being commissioned, as she had a defect in the lower part of her stern. She is nearly as large as a frigate of 32 guns of the old class. She is very strong, has a flush deck fore and aft, is to mount two long twelve pounders, and 20 thirty-two pound carronades; is 137 feet long, and beam in proportion: it is supposed she will be commissioned in fourteen days, as she is ordered to receive seamen directly. She is ready for a particular service. Sailed the Prince of Wales, of 98 guns, Vice Admiral Sir R. Calder, Bart., and Plantagenet, of 74 guns, and her Captain De Courcey, for Bantry Bay, where the principal sta-

tion of the Irish protecting squadron will be during the winter. The Foudroyant, of 84 guns, Rear Admiral Sir T. Graves, K. B. being a large two-decker, is most likely also to be attached to the Bantry Bay squadron; if so, of course Sir Thomas Graves will be second in command.

15. Came in from Ireland, la Diane, of 38 guns, Captain Scott; also from Swansea, a tender full of men, and from Liverpool two tenders with men also for the fleet; they ran up the harbour, and discharged them on board la Resolu, of 44 guns, slop-ship in Hamoaze, to be examined and slopped, previous to being sent on board El Salvador del Mundo, of 112 guns, Admiral Sir J. Colpoys, K. B. to be distributed on board those ships short of complement.—L'Imperieuse, of 44 guns, Captain H. Hotham, went down the harbour into Barney Pool, there to wait for orders. Came in from Jersey, with dispatches from Rear Admiral Sir J. Saumarez, K. B.' the Nimble cutter, of 14 guns, Lieutenant J. Coghlan, left all well on that station. Arrived from a cruise the Maria, of 24 guns, private ship of war, of Liverpool, with the Spanish ship la Nostra Senora ———, with a valuable cargo on board, supposed French property. Came in from a cruise to the Westward, the Endymion, of 44 guns, Hon. Captain Paget; she came to in the Sound. Sailed on a cruise to the westward, l'Atalante, of 16 guns, Captain Mansfield.

16. Last night came in some of the Newfoundland fleet, part of the convoy of 63 sail, which passed up yesterday afternoon, with the wind at S. W. under convoy of a frigate and a floop of war. Came in a French brig deeply laden with sundries, prize to one of our cruisers. Came in the Flora cartel, of Dartmouth: she carried over 73 Frenchmen, and brought back Count Wedil Jarlsberg, Danish Ambassador, and family: there is only one gun boat at that place, and she mounts 16 guns. Came in the London, transport, for Sierra Leone, to take in for that settlement, on the coast of Africa, Captain Murray's Royal Invalids, two subalterns, and 100 rank and file, all volunteers from the late Royal Invalids. She goes to Falmouth to take in the same number from Pendennis Castle.

17. A cutter is arrived from the fleet off Brest, which she left all well, after experiencing the fury of the late gales of wind at S. S. W. Arrived from a cruise, having sustained a little damage in the late hurricane, the Hussar, of 38 guns, Captain P. Wilkinson. The Maria, from Malaga, which came in a few days since with fruit for this port, is still under quarantine. The Proteus, from Malaga, for London, is to go to Standgate Creek, to perform quarantine at the Lazaretto there. The Navigation Dutch East Indiaman, from Batavia to Amsterdam, brought in by the Suffisante, of 14 guns, will turn out more valuable than was expected; she is said to be worth 16,000l. and the richest ship yet captured from that settlement. Sailed the Grappler gun-brig on a cruise.

19. Arrived the Diana, of Lubec, from Lisbon for Amsterdam, sent in by the Nimrod floop of war. Sailed the Defiance man of war, and Ranger cutter, on a cruise.

20. Sailed to join the fleet off Brest, the Defiance, of 74 guns, Captain Durham, and the Northumberland, of 74 guns, Hon. Captain Cochrane; and the Royal Sovereign, of 110 guns, Captain Currey (acting). They carried out live stock, provisions, oxen, and vegetables for the fleet. A few days since Sir T. Graves and Captain S. inspected all the gun locks previous to their being placed on each gun, and superintended in person the accuracy of each lock on each deck, and their being properly fixed.

22. We experienced, last night, one of the most tremendous gales ever remembered, accompanied with thunder, lightning, and incessant hail aud rain. La Poulette, of 20 guns, arrived yesterday; she fell in with and chased, on Wednesday last, a small coasting convoy of *chasses marees*, three of which she captured, and drove the remainder on shore, where she destroyed them, leaving them mere wrecks on the shore.

24. The Jamaica, of 26 guns, Captain Nose, in turning out of Cawsand Bay, got foul by some accident of the Foudroyant, of 84 guns, Rear Admiral

Sir T. Graves, K. B. and received some damage. Came in from the fleet off Brest, the Dreadnought, of 98 guns; she has carried away her foretop-sail yard on her passage here, owing to the violence of the late hurricane.

Dec. 3. This morning Rear Admiral Dacres struck his flag, as second in command at this port, on board the Prince, of 98 guns, Captain Grindall, lying in Hamoaze and re-hoisted it on the mizen of the Niobe, of 38 guns, Captain Scott, lying in the Sound, as second in command on the Jamaica station, under Vice Admiral Sir J. T. Duckworth, K B. On Rear Admiral Dacres hoisting his flag on board the Niobe, he was saluted by the flag ship of the Saint Joseph, of 112 guns, Admiral Sir John Colpoys, K. B. in Hamoaze, and by the Foudroyant, of 84 guns, Rear Admiral Sir T. Graves, Bart. in Cawsand Bay, which salute was returned by an equal number of guns from the Niobe. Came in from the fleet off Brest the Venerable, of 74 guns, Rear Admiral Collingwood, and anchored in Cawsand Bay to refit. When she left the fleet, they were all well, and had kept their station during and since the late hurricane at S. W.

8. Came in from a cruise, last from Torbay, the Acasto, of 40 guns, Captain Wood. She having had a communication with some ship from the Straits, is to perform a slight quarantine. Sailed the Impetueux, of 74 guns, and Colossus, of 74 guns, to join the Channel fleet, on a cruise. Passed by to the westward, with a fine wind at E. N. E. the Diana, of 38 guns, and Wasp, of 18 guns, with the Lisbon and Oporto convoys.

11. Yesterday afternoon the wind shifted to S. and then to S. S. E. and blew a perfect hurricane, in an unexpected manner, with a very heavy rolling sea, in the Sound. The Liberty armed brig, of 16 guns, which was anchored off the Island of St. Nicholas, at 3 *p. m* began to drive violently from her anchors, and drifted towards the ledge of rocks near Oliver Cromwell's Battery, off Mill Bay: she fired guns of distress a long time, which were repeated by the Salvador del Mundo, 112 guns, Admiral Colpoys, and signals made for assistance from the Dock-yard; but it blew so hard, and the sea ran so high, no launch or boat could weather Devil's Point. At length the masts of the Liberty were cut away, and letting go another anchor, she rode a little easier, and assistance soon came from the Dock-yard, with spare anchors, cables, &c : she was towed into Barnpool, where she lay till this morning, and the storm having subsided, she went up the Harbour to refit. A schooner off Mill Bay, deeply laden with limestones, went down at her anchors in the height of the gale. The men of war in the Sound, and transports, with the 3d regiment of Old Buffs, rode it out in safety. The Sirius, of 36 guns, Captain Prowse, and Impetueux, of 74 guns, Captain T. B. Martin, which sailed on Thursday, to join the squadron off Ferrol, under the command of Sir Edward Pellew, Bart. were obliged to bear away, when in the Channel from this port, where they arrived last evening.

12. It is feared that the Acasta's prize l'Aventure, of 20 guns, and 160 men, and two retaken West Indiamen, the Royal Edward, and St. Mary's Planter, are missing, as they were expected home soon after the Acasta, though it is hoped they may, from the S. E wind, have been forced into some port to the westward. Arrived the Britannia of London, from the South Seas; she had been taken by the Bellona French privateer, and retaken by the Imperieuse man of war, and le Venteux French lugger, of 14 guns, and 180 men, from St. Domingo, captured by the Boadicea frigate.

13. Went down the harbour, the Neptune, of 98 guns, Captain O. B. Drury, and anchored in Cawsand Bay. Put back the Colossus, of 74 guns, Captain G. Martin, forced in by the violence of the late hurricane at S. S. E. Also, from the Channel fleet, which she left all well off Brest, the 9th inst. the Dragon, of 74 guns, Captain Griffith, to victual, water, and refit; they both anchored in Cawsand Bay. The Seagull, of 18 guns, Captain H. Burke, was appointed convoy this day to the Ganet, and three other transports, in the Sound, bound, with the 3d, or Old Buffs, for Cork, *vice* the Liberty, of 16 guns, Lieutenant Codd, gone up the harbour to refit and get in new masts, in lieu of those cut away in the gale of Saturday last. Came in the Britannia South Seawhaler, taken by a French privateer in the chops of the Channel, and retaken the next day by the Imperieuse, of 44 guns, Captain H. Hotham, and sent in

here: she had been very successful at the South Whale Fishery. Came in a most beautiful French corvette schooner, of 16 guns, and 80 men, called le Vautour, forty-five days from St. Domingo, for Bourdeaux, taken, after a long chase by the Boadicea, of 44 guns, Captain Maitland. This day the Captain, officers, petty officers, and ship's company of the Sirius, of 36 guns, Captain Prowse, were paid in the Sound on board her their proportionate share of the nett proceeds from the sale of prizes and their cargoes at this port, captured by her. Each seaman and royal marine received 15l. Arrived the Conqueror and Dragon men of war, and Boadicea frigate from a cruise; and Dispatch, Elford, from Lisbon. She sailed under convoy of the Fisgard frigate, in company with 38 sail. Sailed the Sirius frigate on a cruise.

14. The French officers and seamen brought in here in the French privateer are sent on board the prison-ship, in Hamoaze, and will be, with others, soon marched under an escort into the interior, for security. This morning sailed for Cork, with the Ganet, and three other transports, having on board the 3d Regiment, or Old Buffs, the Seagull, of 18 guns, Captain H. Burke. Came in from carrying dispatches to the Straits' fleet, which she left all well West of Scilly, a few days since, the Active cutter, Captain Kinsman, last from Falmouth.

18. Arrived a large French West Indiaman from Martinique for Bourdeaux, deeply laden with coffee, cotton, indigo, &c. taken by the Malta, of 84 guns, Captain Butler, in sight of the squadron under Commodore Sir E. Pellew, off Ferrol. Also a French brig, of 16 guns, from Honduras, cut out in a very gallant style by the boats of the Goliah, of 74 guns, Captain Brisbane, one of our cruisers off the coast of France. The Jamaica, of 26 guns, Captain Rose, has repaired her damages, and is nearly ready for sea. The Fox (1st) cutter, Lieutenant Nicholson, which was nearly swamped in one of the late hurricanes, coming from Admiral Cornwallis with dispatches, and had her weather quarter stowed in, is nearly repaired, and will be soon ready to carry out dispatches again to the gallant Cornwallis.

19. The Bayomaise French privateer, of 24 guns, has been driven ashore on the coast of France, by his Majesty's ship Ardent, of 64 guns; and just as the boats put off to board her, the crew blew her up. The Raike, from the Bay of Honduras, which was recaptured and sent in here by the Goliah and Defiance men of war, on Saturday last, was in the act of landing her cargo, at the time she was cut out of the river of Rochfort, and one of the Custom-house Officers was brought away in her: three others jumped overboard and got ashore. The Boadicea, of 44 guns, Captain Dashwood, sails this evening on a cruise to the westward. On the 9th instant, le Vautour, French lugger, captured by the Boadicea, of 44 guns, Captain Maitland, on the 29th ult. fell in with, quite a wreck, the American schooner Three Sisters, from Boston to Demerara, with lumber and provisions, the crew almost starving, till relieved by le Vautour. Came in a fine ship the Flying Fish, Pattison, from Africa to Liverpool, laden with elephants' teeth, gold dust, &c. taken by a French privateer, and retaken by the Defiance, of 74 guns, near the French coast, and sent in here.

22. By the activity of Captain Dashwood, his officers, and ship's company, the Boadicea, of 44 guns, lying in the Sound, was got ready for sea last night, took in fresh beef, beer, and water, and was completed for four months for Channel service. She sailed directly on a cruise to the westward. Sailed for Falmouth, the Active cutter, of 14 guns, Captain Kinsman; and for Jersey, to join the squadron under Rear Admiral Sir J. Saumarez, K. B. the Cerberus gun-brig, of 12 guns, Lieutenant [illegible]atey; but, from contrary winds, was obliged to put into Dartmouth, from whence accounts have been received of her safe arrival. Last night there was a very hot press on the Tamar, Catwater, and Sutton Pool, when several useful men were picked up.

24. Arrived from the blockading fleet, having been part of the in-shore and look-out squadron off Brest for some months past, the Conqueror, of

74 guns, Captain T. Louis; and the Mars, of 74 guns, Captain Sutton. One of our in-shore squadron ventured a few evenings since into the outer road, and distinctly counted, by help of night glasses, eight sail of the line, viz. one of three decks, with a Vice Admiral's flag, one of 84 guns, with a Rear Admiral's flag, six of 74 guns, four large frigates, with a number of smaller vessels, apparently, as well as cou'd be distinguished, transports and gun-vessels. Went out of dock, being quite repaired, the Bacchante, of 22 guns; she is to have a forecastle, but flush abaft; she is now alongside the Jetty Head, to receive men when they come round from Liverpool, Bristol, and Milford Haven. Went from Cawsand Bay, *per* signal, into Hamoaze, the Venerable, of 74 guns, Rear Admiral Collingwood, after her late long cruise off the Black Rocks. Went up also from the Sound into Hamoaze, the Acasta, of 40 guns, Captain Wood, to undergo some slight repairs. This morning, the Terrible, of 74 guns, Captain Lord H. Paulett, made a signal in Hamoaze to go into Cawsand Bay, on which the Salvador del Mundo, of 112 guns, Admiral Sir J. Colpoys, K. B. fired a gun and answered it, when the Master Attendant and Pilots' boats rowed to the Terrible, and she went down in a fine style: she is a most beautiful ship.

PORTSMOUTH REPORT,

FROM NOVEMBER 4 TO DECEMBER 25.

Nov. 4. Sailed the Speedwell and Duke of York cutters, with the Ardent, Thompson; Flora, ——; and Veynol, Jones; for Cowes, to take in troops for Jersey. Arrived the Minerva cutter from a cruise, and remains with the Enterprise, Glead, for Barbadoes. Sailed the Spider brig, of 10 guns, Lieutenant R. Tomlinson, with a convoy for Guernsey. She is to bring back General Drummond, who is appointed to command at Stoke's Bay Camp, in the room of Lord C. Somerset, removed to the London.

5. The Courageux, of 74 guns, Captain Hardy, was paid off this morning at Spithead, and her men turned over to different ships. Sailed the Shannon, of 38 guns, Captain Gower, on a cruise. His Majesty's ship Pandour, Captain Nash, and two transports, are ordered to take on board the 70th regiment, about 800 strong, for the West Indies. Sailed the Experiment man of war to the westward.

7. Arrived the Windsor Castle, of 98 guns, Captain Bertie, from lying guardship at the Needles; she is to be paid, and then join the Channel fleet. Also arrived the Argo, of 44 guns, Captain Hallowell, and the Alcmene, of 32 guns, Captain Stiles, from separate cruises. Dropped down to St. Helen's, the Sophie sloop of war, Captain Rezenhagen, to lie as guardship. Arrived the Petterell sloop of war, Captain Lamborn, from a cruise. The Goliah, of 74 guns, Captain Brisbane, is ordered to make the signal for a convoy to the Mediterranean. Captain T. Bertie has been appointed to the command of the Courageux. Arrived a cutter from the Straits, and remains at the Motherbank, supposed to have an Admiral on board, as she was saluted on her arrival with six guns, which was returned by five.

13. This morning arrived at Spithead, the Nonpareil privateer, of London, Captain Chapman, from a four months' cruise, last from St. Helena. She has detained and sent for this port the American brig Camilla, from Muscat, bound to France, laden with coffee and drugs, valued at 40,000l. The Nonpareil, on her passage, fell in with the Ann and Sarah, of Liverpool, which ship had captured a French East Indiaman from the Moluccas, and a Spanish schooner from the Havannah. The Maria Emilie schooner, from Lisbon to Havre, is captured and arrived here, prize to the Alcmene frigate, Captain Stiles; and the schooner Fortuna, from Rouen to Stockholm, is also arrived, detained by the Ranger sloop of war, Captain Coote. The Goliah, of 74 guns, Captain Brisbane, is ordered to sail with sealed orders. The Argo, of 44 guns, Captain Hallowell, has since made the signal for the same convoy. The Experi-

ment and Coromandel, for Botany Bay; and the Cecilia, for the East Indies, remain at Spithead. Several more female convicts have been this week sent on board the Experiment.

15. Arrived the Isis, of 50 guns, Vice Admiral Gambier, Captain Lobb, with a fleet under convoy from Newfoundland. His Majesty's ship the Aurora, of 28 guns, Captain Malbon, sailed from Newfoundland three weeks before the Isis, with a convoy for Lisbon. The Caroline (French ship), from St. Domingo, prize to the Isis man of war; the Union, ——; and Maria, ——, from the West Indies, retaken by the Isis. Arrived la Providence, ———, from la Hogue, taken by the Liberty cutter, Lieut. Cod, with a brig, a schooner, and a *chasse maree*.

17. Arrived the John and Mary transport from Cork. The Pandora frigate has made a signal for sailing with some transports for the West Indies.

18. This day sailed his Majesty's brig Speedwell, Lieutenant Robertson, on a cruise. Arrived from Plymouth, the Nimrod frigate. Nine hundred and seventy-six foreign troops, some say Germans, and others Hanoverians, have landed here this week.

20. Arrived the Earl Mornington East Indiaman, 18 transports, and a large fleet of outward bound from the Downs, under convoy of the Seaflower brig. Sailed the Alcmene frigate to the westward. Came into harbour the Diomede frigate and Pigmy cutter. Sailed the Pandour, *armée en flute*, Captain Nash, and two transports, with the 70th regiment on board, for Barbadoes; also the Speedwell brig, Lieutenant Robertson; and the Diane, of 38 guns, Captain Scott, on a cruise.

28. Arrived the Busy sloop of war from convoying the Halifax fleet; and the Morne Fortunée brig, with dispatches from General Grinfield and Commodore Hood, which two officers landed with, and set off for London. Went out of harbour the Pigmy cutter. The Sophia sloop of war, Captain Rosenhagen, is ordered to Falmouth, to collect the ships bound to the Mediterranean.

Dec. 4. Sailed the Diana frigate, and Wasp sloop, with a fleet for the Mediterranean.

11. Arrived the Orpheus frigate, with a fleet under convoy from Quebec, which are passed by for the Downs. His Majesty's ship Montagu, of 74 guns, has had a thorough repair, and is now as good as a new ship. She will be commissioned on Wednesday by Captain Otway. Admiral Dacres, in the Courageux, with the West India convoy, it is supposed will sail in the course of next week.

13. This day sailed the Pheasant sloop of war, and the Grappler gun-vessel; the latter to Guernsey, and the sloop to the coast of France, supposed for the purpose of getting some of the stores, &c. from the wreck of the Shannon. The Shannon frigate, whose loss was before mentioned, struck on a sunken rock to the eastward of Cape Barfleur; the crew are saved, but made prisoners of war. After striking, she was run on shore to save the lives of the people, as she was filling fast.

14. Arrived the Hydra frigate, from Jersey.

15. Arrived the Pegasus sloop of war, with a fleet under convoy from the Downs. Wind easterly.

16. Arrived the Fisgard frigate, with a fleet under convoy from Quebec; Orpheus frigate and Charlotte schooner, from the Downs Admiral Dacres embarked this morning on board the Courageux, and immediately made the signal for the West India convoy to unmoor. The Admiral is going to take the command at Barbadoes, in the room of Commodore Hood. The Reynard sloop of war, Hon. Captain Cathcart, takes the Jamaica ships under her charge.

18. Arrived the Aurora frigate, from Oporto. Captain R. W. Otway yesterday commissioned the Montague, of 74 guns, at this port. The Fisgard frigate, Captain Lord M Kerr, which convoyed the ships from Oporto, went on shore near the Jack-in the-Basket, off Lymington, where she lay two days, when she got off with little damage. The Hero, Abundance, Zephyr, and

Glatton, have taken their powder and guns on board, and only wait a fair wind to proceed from Long Reach to the Nore, to complete their complement of men; the latter is ordered to Leith, to receive the flag of Vice-Admiral Bligh.

19. Arrived several vessels from the Downs, bound to the West Indies.

20. This Day arrived his Majesty's ship Melpomene, from a cruize off Havre. Pheasant sloop of war, and the Princess Augusta cutter, from a cruize. Came into harbour his Majesty's ship Aurora.

22. Sailed the Orpheus frigate, with the Ceres transport, for Cork; also the homeward-bound vessels from Lisbon, under convoy of the Mariner gun-vessel, for the Downs. Wind southerly.

23. This morning a telegraphic communication from London announced, that the French troops had embarked along the coast. In consequence of this intelligence, the West India convoy was detained, and Admiral Dacres, in the Courageux of 74 guns, Captain Bertie; with the Fisgard frigate, Lord M. Kerr; Renard sloop of war, Hon. Captain Cathcart; Speedy brig, Captain Pigot; and the Berlin sloop, Captain Northey, immediately dropt down to St. Helen's, to reinforce the ships lying there, which increases the commanding squadron of this port to five sail of the line, a frigate, and five sloops of war. The Isis of 50 guns, Captain Lobb, was also ordered to the Downs, and proceeded immediately. All the seamen belonging to ships fitting in the harbour, were sent from their ships to complete the crews of the ships at St. Helen's; and the riggers in the dock-yard are ordered to be employed on board of ships as occasion may require.

24. Among the orders received yesterday by the Telegraph, Admiral Holloway was to shift his flag to the Princess Royal, Captain Vashon, and take the command of the ships lying at this port, ready for sea. The gallant Admiral had made every preparation for embarking with his wonted activity.

25. The whole of last night and this day it has blown a tremendous gale of wind at about W. N. W. Several of the outward-bound West Indiamen drifted from their anchors; among them is the Matthew, Jeffeny, bound to Jamaica, who drove on board the Argo frigate, and carried away her top mast and yards; another drove behind South Sea Castle; and a third is now on Hamilton Bank off the Hospital.

Promotions and Appointments.

Captain Hargood to the Beleisle, *vice* Whitby, who is to command the Ville de Paris; Captain Dashwood to the Bacchante, Lieutenant Brown to the Enterprenante cutter; Lieutenant Field to the Hecate, *vice* Parsons, drowned; Lieutenant Riboleau to the Impress Service at Dover; Lieutenant M'Donnel, of the Isis, to the rank of Commander, and to the command of the Lilly, at Hallifax; S. Curry, Esq. Purser of the Arethusa, to be Secretary to Vice-Admiral Patton, commanding in the Downs; Mr. Speechly, Purser of the Wasp, to the Inflexible; Captain Birchall to the command of the Sea Fencibles at Chester; Captain Dickson, to the Inconstant; Captain Bullen to command the Flotilla at the Nore and in the Medway; and Captain Goddard, to a similar command at Loch Ryan; Lieut Lawrence, of the Netley schooner, to command the Hornet, and Hunt; Lieutenant Woolcombe, of the Centaur, to command the Hippomenes; Lieutenant Antridge, of the Centaur, to the Netley; Captain Burdett, to command the Sea Fencibles at Dublin, under Admiral Whitshed; Mr. W. Dean, Midshipman of the Centaur, to be a Lieutenant of the Hippomenes; Captain Apthorpe to the Hawke sloop; F. Edgecombe, Esq. to be Purser of the Canada; H. Somerville, Esq. to be Purser of the Cæsar, fitting out for commission at Plymouth; Lieutenants Montresor, White, Harris, Wilbreten, and Kelly, to the Montagu; and Lieutenant Massing to command the Ant schooner.

Dr. Hope, of Haslar Hospital, to be Principal Physician of the Royal Hospital at Plymouth; Dr. Wright, late Physician to the Duke of Sussex, to Haslar Hospital; and Stephen Dodds, Esq. to be First Surgeon of Haslar.

IN THE WEST INDIES.

Lieutenants Ayscough and Domett, of the Blenheim, to the Centaur; Mr. Brand, of the Centaur, to be Lieutenant of the Blenheim; Mr. Forster, Midshipman of the Centaur, to be Lieutenant of the Chichester; Lieutenant Forrest, late of the Surinam, to command the Desperate schooner.

BIRTHS.

On the 9th December, the Lady of Captain Jenkins, of the Royal Navy, of a son, at his house, Southampton.

On the 19th, at Eton College, the Lady of Captain A. W. Schomberg, of the Royal Navy, of a son.

MARRIAGES.

Lately, Captain Fabian, of the Royal Navy, to Miss M. Bentham, of Sheerness.

At Stoke, Plymouth, Captain R. King, of the Navy, only son of Admiral Sir R. King, Bart. to Miss Duckworth, only daughter of Rear-Admiral Sir J. T. Duckworth, K. B.

Lately, the Hon. Captain Irby, of the Navy, to Miss Drake, daughter of W. Drake, Esq.

On the 17th December, by the Rev. J. Russell, Colonel Desborough, of the Royal Marine Forces, to Miss Vivion, daughter of J. Vivion, Esq.

OBITUARY.

At Haslar Hospital, Lieutenant Fernyhough, of the Royal Marines.

Lately, at Leith, Lieutenant Gayler, on the Impress Service. He was killed by a Custom-house Officer, who was immediately taken into custody.

Suddenly, Captain Newhouse, of the Navy, and late of his Majesty's ship Dictator.

Lately, in the West Indies, Mr. R. Smith, Midshipman of the Centaur.

12th December, at St. Austin's, near Lymington, Mrs. Lyons, wife of —— Lyons, Esq. and sister to Mrs. Admiral Holloway.

Lately, Captain P. Seymour, a retired Commander, aged 84 years, 74 of which he served in the Navy.

On the 13th December, at her house, in the Royal Hospital at Stonehouse, in the countyof Devon, after a severe illness, Mrs. Sarah Carlisle, aged 44 years, eldest daughter of the late Mr. William Carlisle, merchant, in Glasgow; and for 24 years the faithful and affectionate wife of John Kent, steward of the said Hospital; discharging, in an exemplary manner, the respective duties of a wife, a tender indulgent parent, and a sincere friend; her loss will long be regretted by her relations and the many friends within the circle of her acquaintance.

Yesterday morning, at Wotten, Isle of Wight, Captain Stiles, formerly Commander of the Roebuck Custom-house cutter of this port, and father to her present Commander

At Edinburgh, Thomas Pringle, Esq. Vice-Admiral of the Red Squadron. He was made a Post Captain in 1776, a Rear-Admiral in 1794, and a Vice-Admiral in 1799. This gentleman had the honour of receiving a gold medal for his services in 1794, in the action fought under the command of the gallant Earl Howe.

18th December, at Hythe, near Southampton, after a long illness, Francis Parry, Esq. Vice-Admiral of the Blue Squadron. Mr. Parry was promoted to the rank of Post Captain in 1778; to be a Rear-Admiral in 1795, and a Vice-Admiral in 1799.

THE

Marine Liſt

OF

SHIPS LOST, DESTROYED, CAPTURED, AND RECAPTURED, &c.

FROM AUGUST 19 TO DECEMBER 20, 1803.

HIS Majeſty's ſhips Unicorn, Amaranthe, and Diligence, with a large fleet from the Baltic, arrived in Yarmouth roads the 15th of Auguſt. The Carysfort and Fox, with that part of the fleet bound to Liverpool, ſeparated the 11th of Auguſt, to go round-about; and the Amethyſt on the 12th, with the veſſels for Leith, &c.

The Jonge Maria, Weller, from Teneriffe to Gluckſtadt, is detained by the Penelope frigate, and ſent into Yarmouth.

Six Schoots are ſent into Yarmouth by the Penelope frigate.

The Phœnix, les Trois Amis, le Belge, and la Louiſe, were cut out of Tobago by a Britiſh frigate, previous to its ſurrender.

La Creole French frigate, of 48 guns, and two Corvettes, are taken by Commodore Bayntun's ſquadron, and ſent into Jamaica.

A French ſhip, from Guadaloupe to France, is taken by the Hunter ſloop of war, and carried to Jamaica.

Le General Moreau privateer, of 14 guns, is taken by the Endymion frigate, and ſent into Plymouth.

La Gloire, from Martinique, is taken by the Eliza privateer, of Briſtol, and carried into that port.

L'Amitie, ———, from Newfoundland to Bourdeaux, is taken by the Fowey privateer, and carried into Guernſey.

The Maria, of Hambro', from the Havannah, is detained by the Loire frigate, and ſent into Plymouth.

The Diamond, Clarke, from the Havannah to London, was taken the 9th of Auguſt, by la Bellona privateer; retaken on the 12th by the Goliah man of war, and is arrived in the Downs.

The Ferſoket, Hoon, from Finland to Hambro', is detained by the Fortunee frigate, and ſent into Yarmouth.

The Calypſo ſloop of war, from Jamaica, foundered at ſea, having been run foul of.

French papers ſtate, that the Culland's Grove, from Bengal, and the Flirt, from the South Sea to London, taken by le Blonde privateer, were carried into Paſſage, the 3d of Auguſt. That the Caroline privateer has taken the Philip, from Leghorn to London, and the Reſolution, from Malta; and that the King George packet, from Liſbon, is taken by the Repriſal French privateer.

The Margaret, Lace, and her prize, la Flore, from the Iſles of France, were riſen upon by the Frenchmen on board, and taken poſſeſſion of by them the 20th of July; retaken on the 5th of Auguſt, by his Majeſty's ſhips Ethalion, Chiffonne, and Cruiſer, and arived at Lerwick on the 8th.

The Union, Pancen, from Cayenne to France, is taken by the Succeſs privateer, of Jerſey, and Nile cutter, of Haſtings, and arrived off Haſtings the 21ſt of Auguſt.

The Friede, ———, from Trieſte to Antwerp, is detained and ſent into Portſmouth.

The Peggy, ———, from Liverpool to Newry, is reported to be loſt.

The Montequillex, ———, from Bremen to St. Lucar, upſet and foundered near Beachy; the people ſaved in the Friendſchaft, arrived at Plymouth.

The Maria, Uxabaxa, from Bilboa to Vera Cruz, is loſt in the Gulf of Mexico.

The Anroca, ———, from Seville, is detained by the James privateer, and ſent into Liverpool.

The Mercury, Donald, from Havre, is detained by the Phœnix privateer, and ſent into Plymouth.

The Freide de Troy, from Bourdeaux to Norway, and the Hannah, from America to Havre, are detained and ſent into Falmouth by the True Blue privateer.

The French brig le Benjamin, from Newfoundland to France, is captured by the Dove privateer, of Guernſey, and carried in there.

The Commerce, Grant, of Dublin, bound to Oporto, was taken by a ſmall French privateer from Vigo, under the guns of the fort at Oporto, and carried into Guarda.

The Jolly Trader, of Dublin, was captured the [illegible] of July, by a French privateer off Villa Conda. Crew arrived at Oporto.

The Jacobina, ———, from Surinam, is taken by the Rotario ſloop, and carried into Cork.

The Auguſta, of 300 tons, from St. Domingo to Bourdeaux, is taken by the Hero privateer, and carried into Guernſey.

The John, of Workington, from Drontheim to Dublin, was taken the 5th of Auguſt, off Shetland, by a Dutch privateer; retaken on the 8th by the Chiffonne frigate, and carried into Braſſey Sound.

The Minerva, letter of marque, of Guernſey, carrying 12 guns, was taken in the Mediterranean, previous to the 17th of July, by la Concorde French privateer.

The Noſtra Senora del Carmen, alias la Princeſſa, Remacha, from Cadiz to Vera Cruz, is totally loſt in the Gulph of Mexico.

The King George packet, from Liſbon, was taken the 31ſt of July, by a French privateer, of 14 guns, after an engagement of an hour and a quarter, and carried into Vigo.

The Vrow Anna Catharina, ———, from Batavia, is taken by the Victory, Morriſon, of Liverpool, and arrived at that port.

The Fortune galliot, from St. Martin's to Havre, is detained by the Decade frigate, and ſent into Portſmouth.

The French brig, Modeſte, from Newfoundlan , is taken by the Culloden man of war, and ſent into Plymouth.

Le Deſeſpoir, French privateer, pierced for 10 guns, mounting only two, and carrying twenty-eight men, was taken by the Waſp ſloop of war, the 19th of July, on her paſſage to Portugal. She had been out only three days and made no capture.

The Columbus, ———, from Bourdeaux to Virginia, is ſent into Liverpool, by the Retrieve of that port.

Four veſſels, which were detained and ſent into Yarmouth, have been liberated, and ſailed for Embden, the 29th of Auguſt.

The Zeeluſt, a large Dutch Weſt Indiaman, from Surinam to Amſterdam, is captured by his Majeſty's ſhip la Chiffonne, and ſent to Lerwick.

The Goodrick, Meurs, from Charleſton to Liverpool, has been taken by the French, retaken by the Vigilant privateer, of Guernſey, and carried into that iſland.

The Duke of Leeds, Mudge, from Liverpool to New Brunſwick, is loſt on a ſunken rock, near St. Andrew's; the crew ſaved.

The de Freede, Mehrtens, from Dantzig to Bremen, is detained and ſent into Yarmouth by the Sophie ſloop.

The Anna Maria, Roos; Veranderinge, Paulſen; Stadt Flenſburg, Shelman, all from Altona to Huſem; and the Vrow Catharina, Sarms, from Toningen, are ſent into Yarmouth, by the Fortunee frigate.

Accounts from Bourdeaux, of the 13th of Auguſt, ſtate, that the Alexander, of 400 tons, from Jamaica, is taken.

The Benjamin, Coles, from Newfoundland to Gibraltar, is taken by la Mouche French privateer, and carried into Teneriffe, where the crew are impriſoned.

La Deſiree, ———, from Newfoundland to Bayonne, is taken by the Cadiz packet, of Liverpool, and arrived at that port.

The Anne Marie, from Newfoundland, is taken by the Naiad frigate, and ſent into Plymouth.

The Vrow Leeloye, Turff, from Stettin to Embden, is ſent into Yarmouth by the Ambuſcade frigate.

The Kingſton, Gordon, from Briſtol and Swanſea to Oporto, is taken and burnt by the Repriſal privateer.

The Paſtorenha, Oliveira, bound to London, ſtruck on Oporto Bar the 3d of Auguſt, broke her rudder, and had ſeveral feet water in her hold: cargo diſcharging.

The Grace, Cayenne, and Netley ſloops, have taken and carried into St. Vincent's, la Sophie, French Guineaman, and the French brig la Fee.

La Liberte, and la Minerve, French Guineamen, and three other French veſſels, are taken and carried into Antigua by the Emerald frigate.

The Commerce of Bourdeaux, from Africa, is captured and carried into Dominica.

The Jonge Arends, Knowles, from London to the Texel, is detained by the Adder gun-veſſel, and ſent into Yarmouth.

MARINE LIST.

The Lady Lavington, ſchooner, was captured off St. Kitt's 16th June, and carried into Guadaloupe.

The Tereſa, ———, from Senegal to Martinique, is taken and carried into St. Kitt's.

The Duke of York privateer, Blair, on the 26th Auguſt, in lat. 47. N. long. 17. 30. W. beat off a French lugger privateer, and thereby prevented the Prince Erneſt packet, arrived from the Leeward Iſlands, (which was then in ſight,) being captured.

The John and William, Harvey, from Dartmouth to Wales, foundered off the Lizard 3d September. Crew ſaved.

The Arabella, Mollineaux, bound to London, is burnt at Dominica.

The Fortune, ———, from Jerſey to Southampton, is totally loſt.

The Duke of Leeds, Mudge, from Liverpool to New Brunſwick, is loſt on a ſunken rock, near St. Andrew's. Crew ſaved.

A French brig privateer is taken by the Egyptienne frigate, and carried into Portſmouth.

The Hawke Packet, Moſs, from Newcaſtle to London, is loſt in the Gun-fleet. People ſaved.

The Thomas and Sarah, from St. Croix to Guernſey, taken by a Chiffonette privateer, and retaken by the Endymion, is arrived at Plymouth.

A brig from Newfoundland was captured in the Gut of Gibraltar, about the 4th of Auguſt, by four privateers.

The Sparrow, Fawcett, of Liverpool, has been captured, retaken by the Commerce, M'Leeven, and arrived at Lerwick.

The John, Lucas, of Dominica, is captured near that iſland.

Les Trois Freres, from Baltimore to France, is taken by the Governor Carleton of Clyde, and carried to Halifax.

The Lubeck Veſſel Friede, Captain B. D. Gave, foundered near Cronſtadt, 12th September.

The Telegraph, ———, from Le Gueira to Cadiz, is ſent into Liverpool, by the James privateer.

The Lord Sheffield, Cragie, from Trinidad to London, is reported to be taken in the Weſt Indies.

The Africa, Stevens; and the Mary Stevens, Baird, from Liverpool to Malta, are taken near Gibraltar; the latter is carried into Spain.

The Juno, Affleck, from Liverpool and Madeira to Wilmington, was taken off Cape Fear, the middle of Auguſt, by a French frigate from St. Domingo to France.

The Ingeva ſchooner, and the St. Joſeph paquette, both from Liſbon to Havre, are detained, and ſent into Portſmouth.

The Active, Ewing, from Greenock to Lubec, which was on ſhore on the Iſland of Canna, is totally loſt, and only a very ſmall part of the cargo ſaved.

The Mary and Margaret, Coulſon, from Shields to London, is loſt on the Newcomb Sand, near Yarmouth.

The Venus, Gordon, from Petersburg to London, was totally loſt the 12th September, on the North end of Gothland.

The Jaſon, Vaſey, from Sunderland to Exeter, is loſt on the Godwin Sand; alſo a ſloop, name unknown.

The Ann, Wright, from Memel to Cork, was loſt on 20th September, upon the rocks of Tirie, one of the Hebrides. Crew ſaved.

The Charlotte Louiſa, Peterſen, from Memel to London, is loſt on the Vogel Sand.

The Vrow Alida, Gelders, from ———, is detained, and ſent into Plymouth by the Betſey privateer.

The Carl Frederick, Malenber, from Stockholm to Dublin, was totally loſt on the Rundle ſtone, near the Land's End, on the 6th October. Crew ſaved.

The Duke of York packet, from Liſbon to Falmouth, was captured 18th September, by a privateer, of 10 guns and 65 men, and carried into Vigo.

The Nymph, Bowler, from Riga to Exeter, foundered at ſea. Crew ſaved, and arrived at Memel.

The Juliana Maria, Lynn, from Batavia to Amſterdam, is taken by the Favourite, South Sea-man, of London, and both arrived at Falmouth.

The St. Pierre, from Newfoundland, is taken and carried into Jerſey by the Mary privateer.

The Mary Louiſa, Latham, from Virginia to Havre, is detained by the Thunderer man of war, and ſent into Falmouth.

The St. George, ———, from Petersburg to France, is detained by the Decade frigate, and ſent into Portſmouth.

The Vigilance of Sunderland, Captain Pearſon, is loſt on Blakeney Bar.

L'Aventure privateer, of 16 guns and 150 men, from Bourdeaux, is captured by the Acaſta frigate, and ſent into Plymouth.

The Ann, of Topſham, bound to Hull, has been taken, re-taken, and ſent into Dover.

The Cleopatra, Uriah, from river Plata to Spain, is taken by the Emma privateer, of London, and ſent into Falmouth.

The Nieuw Schrueder, from Batavia to Amſterdam, is captured by the Young William, Bacon, of London, and brought into Plymouth.

The City of Lyons, ———, from the Iſles of France to Bourdeaux, is captured by the Sarah and the Ann, and arrived at Liverpool.

The Iſlam, ———, arrived at Liverpool, left Barbadoes 31ſt Auguſt, has captured l'Adolph from the Mauritius, and ſent her into Cork.

The Kate, Good, from Africa, is loſt off Trinidad; 10 people drowned.

Le Duqueſne, French man of war, of 74 guns, from St. Domingo, is captured by the Vanguard man of war, and carried into Jamaica.

The Frederick de Groofe, Kotter, from Batavia to Amſterdam, was captured off the Weſtern Iſlands, by the Mary, Wilſon, of London, and is arrived at Plymouth.

The Providence, Pritchard, from Liverpool to Quebec, was ſtranded 18th Auguſt, on Red Iſland Reef, about 40 leagues below Quebec; part of the cargo is expected to be ſaved.

The Franklin, Bowes, from Boſton to Rotterdam, is detained by the Naiad frigate, and arrived at Portſmouth.

The Santo Domingo, alias La Marta, from La Guayra, is detained by the Happy Return, of Guernſey, and arrived at Falmouth.

The Friendſhip, from Rochelle to Havre, is ſent into Portſmouth by the Decade frigate.

The Maria Aletta, Schutter, from Batavia to Amſterdam, is taken by the Margaret and Eliza, Captain Barry, of Liverpool, and arrived at Cork.

The American ſhip Young Eagle, from New York to France, is detained and ſent into Briſtol, by the Eliza privateer.

The Oly Boom, from Surinam to Amſterdam, is taken by the Centaur man of war, and carried into St. Lucia.

The ſloop Fanny, from Trinidad for St. Vincent's, is taken by a French privateer.

The Nimble cutter, from St. Kitt's to Grenada, is taken and carried into Guadaloupe.

The Salem, Friend, from Oporto to Carmarthen and Briſtol, is ſtranded in Carmarthen Bay. Cargo expected to be ſaved.

The Betſey, Le Queſne, from Quebec to Trinidad, is loſt at North Cape, Iſland of Cape Breton.

The Twee Gyſberts, Mett, from Batavia to Amſterdam, was captured the 24th October, 14 leagues from Scilly, by the Coſmopolite privateer, of London, and is brought into Plymouth.

The Bom Fim, Ignacco, from Amſterdam to Liſbon, is detained by the Pheaſant ſloop, and arrived at Portſmouth.

The Good Intent, of Newcaſtle, Jones, has been captured near the Coaſt of Norway, by a Dutch ſchooner privateer, and carried into Chriſtianſand.

The Eagle cutter, of Cowes, from Huſum to Lymington, foundered off Margate. Twenty-ſeven people drowned.

The Hope, Read, laden with oats, is taken by le Chaſſeur privateer, of Dunkirk, and carried into that port.

The Agreeable, Scott, from Africa to the Weſt Indies, is captured to the windward of Barbadoes, by a privateer, and carried into Guadaloupe.

The Braun Roſs, Dewsby, from Portſmouth to Dantzig, is loſt in the Baltic. Crew ſaved.

The Wilhelmine, Kinder, from Liverpool to Dantzig, is loſt near Dantzig.

The Batavia, Janſen; and the Bellona, Lamb, from Batavia to Amſterdam, are captured by the Governor of St. Helena.

The Swallow, Smith, from London has captured a French brig, loaded with wine, and carried her into Cape de Verds, 21 Auguſt.

The Alexander Smith, Reder, from Peterſburgh; and a Swediſh ſhip, are loſt on the coaſt of Sweden.

The Ceres, Meuwes, from London to Lubeck, is loſt on the Swediſh coaſt. Crew and part of the cargo ſaved.

The Friendſhip, Watſon, from Plymouth to Memel, is loſt on Memel Bar. One man drowned.

The General Gordon privateer, is taken by l'Egyptienne, of Bourdeaux, and carried into Spain.

The Cecil, M'Gregor, from Larne to Greenock, is on ſhore near [illegible] and full of water.

The Fortune, [illegible], from Rouen to Stockholm, is detained and ſent into Portſmouth.

The Maria, [illegible], [illegible], from Rouen to Liſbon, is detained and ſent into Dartmouth.

The Brig Friends, of Maryport, from the Baltic, was loſt in the Orkneys, 16th October. Crew drowned. Part of the cargo ſaved.

MARINE LIST.

The Gipſey, ———, from New York to Hull, is loſt off the Orkneys.

The Theodore ———, from Danzick to Londonderry, is on ſhore in the Orkneys.

A French lugger, carrying 2 large guns and 31 men, is captured near Boulogne, by the Conflict gun-brig, and arrived in the Downs.

The Revolution, Shapley, from River Plate to Havre, is detained and ſent into Plymouth, by the Mary and St. Andrew privateers.

The Navigation, ———, from Batavia to Holland, is captured by la Suffiſante ſloop of war, and brought into Plymouth.

The Guſtavus Adolphus, from Norkoping; the Anna Maria, Keher, from Cadiz to Amſterdam, are detained, and ſent into Gibraltar.

The Juffrow Jacobi, Brandt, from Liverpool to Lubeck, is totally loſt on the Godwin Sands. Captain and 3 men drowned.

The Anna, Peacock, from New York to Jamaica, is taken and carried into Cuba.

Le Brave (late French privateer), from Africa, is captured at St. Lucia.

The Hirondelle Dutch corvette, was captured at Demerara 19th September.

The Huſſar privateer, of Liverpool, is loſt on the Iſle of Sky.

The Commerce, White, of Boſton, with oats for London, was captured off Blakeney, 7th November, by two cutter privateers.

The Henry Dundas, Waterman, from Madras and Bengal to London, is loſt in Bengal river.

The Diana, Bunning, from Liſbon to Amſterdam, is detained by the Nimrod ſloop, and arrived at Portſmouth.

The Spaniſh brig Maria, from Guayra to Cadiz, is detained by the St. Andrew, of Greenock, and arrived at Milford.

The Catherine, Graham, from Dublin, is on ſhore at Farnby, near Liverpool.

The Hinderman, of Bremen, from Bourdeaux to Embden, is detained by the Nimrod ſloop, and arrived at Plymouth.

The Speedwell, Barwiſe, from Guernſey to New York, is taken by the Venus privateer, of Nantes, and carried to Teneriffe.

The Serpent ſchooner, and five Merchant veſſels, were taken poſſeſſion of at Berbice, 26th September.

The St. Eric, Soderſtrom, from Oeland to Hull, is totally loſt on the coaſt of Sweden.

The Aurora, of Dover; and the Induſtry, of Sunderland, with coals for Deal, are on ſhore on Deal Beach; the former totally loſt, the latter expected to be got off.

The Eleanor, Roberts, from Barbadoes to Alexandria, was loſt 6th May, off Cape Hatteras.

The Suſannah, Denham, from Riga, is totally loſt on the Iſland of Oezel. Crew ſaved.

The Chriſtian, Floden, from Hull to Tonningen, is ſtranded near Tonningen. Cargo ſaved.

The Counteſs of Chatham, Macpherſon, from Chriſtiana to Barnſtaple, was ſtranded on the Iſland of Col, one of the Hebrides, [illegible] November, in a heavy gale.

The Garland frigate is totally loſt at Cape Francois.

The Barton, Wilſon; and the Suſannah, late Orr, from Africa to the Weſt Indies, are captured and carried into Guadaloupe.

The Beſtant Dutch privateer, of 14 guns, and 97 men, is captured in the North Sea; she had taken the John and Mary, from Riga to London, and ſent her for Norway.

The ſchooner Lloyd's, from Kingſton to Falmouth, Jamaica, is taken by a French privateer.

The Centaurus, ———, from Rotterdam to Guernſey, is loſt on the coaſt of France.

The Magdalen, Noel, was ſtranded at Madeira, 2d November.

The De Zeeluſt, Cay, from Archangel, is totally loſt in the White Sea, and all the crew.

The John, Rogers, from Drontheim, has been taken off Shetland, by the Wolfe Dutch ſchooner, retaken by the [illegible] frigate, and arrived at Donaghadee, [illegible] November.

The Samaritan's Hope, Boon; and the Limber, Cook, from London to Trinidad, are captured near that iſland.

The [illegible], Porter, from Gottenburg to Ayr, was loſt 30th November, on Cape Wrath; only the Mate ſaved.

The Ann, Meſſenger, from Riga; and the [illegible], Eaton, from Peterſburg, both for Liverpool, are loſt on the coaſt of Norway.

The Welvarende [illegible], Anderſon, from Memel to London, is loſt on the Scaw Reef.

The Mary, ———, with wine, bound to Quebec, is loſt near Point des Monts, River St. Lawrence.

The Britannia, Mills, from the South Seas to London, was captured 24th November by a French privateer; ſince retaken by the Imperieuſe man of war, and ſent into Plymouth.

The Induſtry, of Boſton, bound to London, has been taken by a Dutch privateer, retaken by the Creſtes ſloop of war, and ſent into Yarmouth.

The Peggy, O'Loughlan, from Oporto to Galway, is captured by the Republican of Bourdeaux, and ſent into Vigo.

The Rambler, of London, has taken a French whaler, and ſent her into St. Helena.

The Norſke Lowe, Peterſon, from Guernſey to Dordt, is loſt off Boulogne. Crew ſaved.

The Commerce, Wilſon, from Charleſton; and the Favorite, Ringe, from Virginia; and another American, name unknown, were loſt near Helvoet, 25th November.

The Malvina, Carr, from Savannah to London, was taken 2d December near Scilly, by a privateer, and ſent for St. Maloes.

The Attempt, Plaskett, from London to Rye, is totally loſt off Rye.

The King, Bell, from Africa, is arrived at Surinam, and ſeized there.

The Jong Kock, Kock, from London to Embden, is loſt near Nordinay. Great part of the cargo expected to be ſaved.

Le Vautour lugger, with 16 guns and 80 men, from St. Domingo, is captured by the Boadicea frigate, and ſent into Plymouth.

The Barbadoes Planter, Smith, from Tobago to London, is burnt by a French privateer, off Tobago, after an engagement of two hours. Forty pipes of wine ſaved.

The Swinger, Tozer, from Portſmouth to Lisbon, having loſt the convoy, has put into Plymouth.

The Dove, Veſſes, from Wells to London, and a ſloop, name unknown, have been taken, retaken, and carried into Yarmouth.

A French privateer, with 1 ſwivel, ſmall arms, and 39 men, is taken by the Badger exciſe cutter, and carried into Yarmouth.

The Hope, Denniſon, from Bombay to Bengal, is loſt in the Bay of Bengal.

The Eliza, Smith, from New York to Amſterdam, is detained by the Acaſta frigate, and ſent into Plymouth 10th December.

The Diligent, Marſhall, has captured two Dutch Guineamen, and carried them into Bonny.

The Eſperance, Hoſt, from Leghorn to Hambro', is detained and carried into Gibraltar.

The Charlotta, Schneider, from India to Europe, is condemned and ſold at Prince of Wales's Iſland.

The Grenada ſloop, a tender to the Amelia, Young, bound to Grenada, was loſt at Cowes, 14th December.

The Ceres, Lee, from Newfoundland to London, is captured by the Bellona French privateer, and ſunk.

The John, Bird, a Guineaman, is captured off Trinidad.

The Flora tranſport, bound to Gibraltar, was taken 30th Oct. and carried into Algeſiras.

The Diligent, Ruſſels, from Peterſburg to Barcelona, is loſt on the coaſt of Holland.

The Mary, Corran, from Cork to Liſbon, is wrecked off the coaſt of Portugal. Five veſſels are arrived in Liſbon with what has been ſaved of the cargo.

The Mary, Whitway, from Newfoundland to Oporto Bar, is taken off Oporto Bar, and carried into Vigo.

The Bacalhao, Horſwell, has been taken, retaken, and carried into Antigua 2d October.

The [illegible], [illegible], from Liverpool to Lubeck, is loſt near Lubeck. Part of the cargo is expected to be ſaved.

The Beatrix and Suſannah, Wilſon, from Quebec to St. Kitt's, is captured and carried into Guadaloupe.

The Swift, Sinclair, from Briſtol and Africa, is arrived at Barbadoes, after engaging two French privateers off that iſland, one of which, of [illegible] guns, ſhe ſunk.

The Echo, Amary, from Peterſburg to Rocheſter, is on ſhore near Fleſtrand in Jutland. The crew and materials ſaved.

The Frederica, Crutzien, from Memel to London, is loſt on Saltholm Reef.

Les Amis, from Martinique to Ferrol, is taken by the Malta man of war, and arrived at Plymouth.

The Rachael, Batton, from Honduras to London, taken by le Vaillant privateer, re-taken by the Goliah man of war, and arrived at Plymouth.

The St. Peter, Reimers, from London to Embden, is loſt.

The William, Prince, Baker, from South Seas for London, was taken 15th Oct. off the coaſt of Ireland, by le Vaillant privateer, and carried into Cadiz, 10th November.

The Eagle, of Sunderland, was ſtranded near that port, 10th December.

The Ceres, Headley, of Sunderland, is loſt near Whitby.

[*To be continued.*]

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